



International Six Metre Association (ISMA)

Minutes of the 44th Annual General Meeting

held at 1900 on Monday 18 July 2016

in the Hotel Waldstatterhof, Brunnen, Switzerland

1 Welcome

- 1.1 Sir Robert Owen took the chair. He explained that the ISMA President, Matt Brooks, had been called home on account of a serious illness in the family. As part of the succession planning Matt Brooks had suggested, at the Cowes meeting earlier in the year, that Robert Owen should be formally adopted as President-elect. This proposal would be discussed later in the meeting. In the meantime, Matt had asked Robert to chair the AGM in his absence. Robert asked if there were any objections to him chairing the meeting on this basis - there were none.

2 President's Introduction

- 2.1 In Matt's absence, Robert was certain that Matt would wish him to record the gratitude of ISMA and all the competitors to the Swiss Association, to Regattaverein Brunnen and to Beat Furrer personally for a very successful regatta.

3 In Memoriam

- 3.1 The secretary reported he had received no notices for this item.

4 Apologies for Absence

- 4.1 Apologies had been received from:
- Matt Brooks - President
 - Ismo Hentula – Treasurer
 - Johan Larson – Vice-President (Moderns)
 - Tim Street – Vice President (Classics)

5 Minutes of Previous Meetings

- 5.1 The minutes of the previous year's AGM 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.

- 5.2 The minutes of the 2016 Winter Meeting at Cowes 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.

6 Number of Votes per National Association

- 6.1 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	Henrik Andersin
France	12	Louise Heckly
Germany	5	Robert Gierth
Great Britain	15	Brian Pope
Sweden	6	(proxy held by the Executive Secretary)
Switzerland	24	Beat Furrer
North America	25	Peter Hoffman
Total	117	

6.2 New Fleet Proposals

- 6.2.1 **Proposal:** *to divide as of 2017 the North American Fleet along national lines into a Canadian fleet and a USA fleet.*

The North American members present emphasised that this should be a decision for the North American fleet and not for ISMA, and the meeting agreed. However the meeting readily accepted that ISMA would be entirely content to accept two separate fleets if that was what the North American fleet wished to do.

- 6.2.2 **Proposal:** *to recognise the new Spanish Fleet.*

The meeting agreed that ISMA should recognise the existence of a Spanish fleet, subject to its members paying the appropriate dues. The arrival of a keen new fleet was welcomed.

7 Treasurer's Report – 2015 Accounts and 2016 ISMA Dues

- 7.1 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 2017. There were no questions, and the financial report was approved.

8 President's Report

- 8.1 In the President's absence the content of his written report was noted. There were no further comments.

9 Vice-Presidents' Reports

9.1 Vice-President (Racing)

9.1.1 Paul Smith reported that much of his time had been taken up with two issues each of which had its own agenda item. Later in the meeting he would discuss venues for future regattas, and the development of specific criteria against which the suitability of a venue would be assessed. Peter Hofmann suggested that, in developing specific criteria it would be useful to have feedback from the fleets, and Paul emphasised that this paper is very much a 'live document' to be developed in the light of experience.

9.2 Vice-President (Classics)

9.2.1 The Chairman noted that Tim Street had submitted a detailed written report, which was accepted without comment. He observed that one of the key issues for the Association in the future would be to ensure that it captured all of Tim's knowledge of the history of the class and the individual boats, which represented an irreplaceable information resource.

9.3 Vice-President (Marketing)

9.3.1 Thomas Kuhmann emphasised that Publicity and Public Relations are expensive, and later in the meeting he would bring forward specific funding proposals. ISMA could not generate all the marketing effort on its own, and it needs the support of the national associations. He noted that Thilo Durach had done an excellent job in setting up and running the website. In response Thilo noted that he really needs a contact in each national fleet to supply him with material to keep the site alive, and it needs a native English speaker as editor.

9.3.2 For the future Thomas would like to see a formal marketing budget, linked to a sponsorship programme. His target was a main sponsor who would contribute £150k over three years. In addition he would look for individual sponsors for specific areas such as individual races, the social programme, and transport. His aim was to triple the ISMA budget. In response to a suggestion that ISMA should seek the help of a sponsorship consultant, he was reluctant to hire one, and others present agreed that there was no guarantee that such an investment would be worthwhile.

9.3.3 Thomas continued noting the positive effect of the event last October at the St Francis Yacht Club which had showcased the class to the US West Coast public. It was good to see more women competing in the class, and he was pleased to see more sponsored boats which he regarded as a positive step. Henrik Andersin cautioned that ISMA's efforts to attract sponsorship should not deprive the local fleets of sponsorship opportunities.

10 Executive Secretary's Report

10.1 The Secretary reported that he continued to work on points of technical detail. It was good to see that there was interest from Spain in building a new boat, but this had revealed that the ISMA Building Form needed some work to refine and update it. Recent

certification issues had identified difficulties in some countries, and he was exploring whether the class should adopt the practice of some other classes and make certification the responsibility of ISMA rather than individual National Authorities.

- 10.2 In response to a question the Secretary said that the issue of championship numbers remains unresolved, though it was not an issue this year since it only affects World Championships. He remained optimistic that next year's event in Vancouver will attract sufficient entries in both the Open and Classic divisions for them to qualify as valid World Championships without any further negotiation. However he warned that the issue could not be resolved simply in discussion with World Sailing's (ISAF's) officers, since they were obliged to implement the terms of World Sailing's Regulations. If the Class wanted to see a change in the Regulations its only course would be to submit a resolution for discussion at World Sailing's annual conference, to amend the qualifying numbers required for a World Championship. This might be done more effectively if a submission was made in conjunction with other classes similarly affected, and he would explore this option.

11 **Feedback from the Winter Meeting**

- 11.1.1 Thomas Kuhmann noted the success of the second winter meeting. In response, Rainer Muller observed that ISMA needs to clarify the nature of the meeting – was it to be a forum for informal discussion or a more structured executive meeting? In a wide-ranging discussion about the continuation and status of winter meetings, Basil Vasiliou suggested that such discussions could be conducted in a virtual forum, but others preferred the idea of a face-to-face meeting. Rainer Muller was concerned that a winter meeting might not be truly representative, since people would be reluctant to devote time to it. It was suggested that winter meetings might be better programmed over a weekend.
- 11.1.2 In seeking a forum for more detailed discussion, some members advocated a greater use of Skype. An alternative suggestion was to plan for a longer meeting during a regatta, but timed so as not to interfere with the racing by using, for example, the measurement day.
- 11.1.3 The Secretary advised that Paris was being explored as a venue for another winter meeting, though there was clearly reluctance among those present to see such meetings given a formal status. The proposal to constitute such meetings as General Meetings of the Association remained unresolved.

11.2 Endorsement of Proposals from the Winter Meeting

- 11.2.1 **Proposal:** *To wind up the Classics Committee and remove references to the Classics Committee from the constitution.*
The motion was proposed by Paul Smith and seconded by Thilo Durach and carried unanimously. In subsequent discussion it was noted that the roles of both Vice-President (Classics) and Vice-President (Modern) need to be more clearly defined.

Robert Owen left the meeting and Paul Smith took the chair

11.2.2 **Proposal:** *To provide for a nominate successor President to be elected two years in advance.*
The Secretary explained that this item arises from Matt Brooks' desire to provide for continuity in the affairs of the Association. Peter Hofmann observed that in the past such a provision had been made by appointing a President from the next planned championship venue. Henrik Andersin observed that an appointment made two years in advance could perhaps be too long, and a shorter period could suffice. Nevertheless the proposal as tabled was agreed unanimously.

11.2.3 **Proposal:** *To elect Sir Robert Owen as the President-elect to take office in 2018.*
The proposal was agreed unanimously.

Robert Owen re-joined the meeting and took the chair.

11.2.4 **Proposal:** *To provide for a new post of Vice-President (Technical) and amend the constitution accordingly.*
The Secretary explained that, in his role as secretary to the Technical Committee, it was sometimes difficult to get a timely response when consulting all the members of the committee, and technical matters needed a clearer focus. The appointment of a Vice-President (Technical) would meet this need, while not preventing a wider consultation with technical advisers when appropriate. Basil Vasiliou proposed the motion which was seconded by Rainer Muller and agreed unanimously.

11.2.5 **Proposal:** *To elect Ian Howlett as Vice-Chairman (Technical).*
Thilo Durach proposed the motion which was seconded by Rainer Muller and agreed unanimously.

12 Election of Officers for 2016 - 2018

12.1 All members of the existing Board had offered themselves for re-election with the exception of the Vice-President (Classics), Tim Street. The Board had nominated David Elliott as a candidate to replace him.

12.2 The nominations for election were as follows:

President: Matt Brooks
Vice-President (Moderns): Johan Larson
Vice-President (Racing): Paul Smith
Vice-President (Marketing): Thomas Kuhmann
Vice-President (Classics): David Elliott
Treasurer: Ismo Hentula

12.3 The candidates were proposed by Thilo Durach and seconded by Rainer Muller and elected unanimously. It was noted that Johan Larson had advised he wished to hold his post for just one year, so a new candidate would have to be sought in 2017.

13 Review of ISMA Regatta Venues

13.1 Paul Smith summarised the current situation as follows:

2017 Vancouver was firmly in the programme and preparations were well-advanced.

2018 For further discussion

2019 Finland had been agreed

13.2 Enlarging on the problems of finding a venue for 2018, Paul Smith explained that the event had originally been planned for Sweden. Discussions had taken place with KSSS about holding the event at Sandhamn, and there was no doubt that the club had the expertise to run the event. However the Swedish fleet was not in a strong enough state to provide local support, nor did it have the financial resources to run an event. Reluctantly it had been agreed that Sweden was not a viable option for 2018.

13.2 As an alternative, an event in France had been suggested, and contact had been made with both the Yacht Club de Cannes and with Société Nautique de La Trinité (SNT). The Yacht Club de Cannes had made an initial proposal, and SNT had responded enthusiastically. Louis Heckly updated the meeting, noting that both Antibes and Ile Porquerolles were also possibilities. Basil Vasiliou suggested that Monaco should also be considered.

13.3 In response to a suggestion that the options should be considered at a winter meeting or at the next AGM, Paul and the Secretary advised that a decision was required much earlier than that, and Paul suggested he should prepare alternative proposals to be submitted for a postal vote in the autumn. The meeting agreed.

13.4 Looking further ahead, Paul noted that tentative offers had been made for 2020 by both the UK and Spanish fleets, and there was a proposal for 2021 from Seawanhaka.

14 Qualifications for Future Championships

14.1 Paul introduced the paper (distributed with the agenda) setting out the criteria to be considered when selecting venues for future championships. He emphasised that it was very much a 'work-in-progress' and he and the Secretary would be delighted to consider proposals for amendment and improvement. On this basis the meeting endorsed the paper.

15 Sponsorship and Patronage Programme

15.1 Thomas Kuhmann explained that he had already prepared a presentation designed to introduce the class to prospective sponsors, which he had used when he visited San Francisco and which had been well received. The other potential source of funds to explore was patronage from existing members of ISMA, and he had prepared a paper, distributed with the agenda, setting out some ideas. Since some of the rewards of his proposed patronage programme would benefit patrons and in some cases grant them privileges at regattas not available to other competitors (such as preferential berthing or towing) he wished to seek the endorsement of the membership.

15.2 Members were interested to explore the detail of what privileges patrons might expect. Thomas explained that this was open to discussion, but he wanted to explore the principle of such a programme. The meeting agreed that a Sponsorship and Patronage Programme, along the lines set out in the paper, was acceptable.

16 Class Rule Changes

16.1 The Secretary explained that the Finnish fleet had made a proposal to change the limits on mainsail cross-widths at the 2015 AGM and this had been referred to the Technical Committee for advice. A discussion paper had been circulated, and the resulting comments had been incorporated in a further issue of the paper.

16.2 In the absence of any further substantive discussion, the proposal was put to the vote. The results of the vote were as follows:

Fleet	Votes available	For	Against
Finland	30	30	
France	12		12
Germany	5		5
Great Britain	15		15
Sweden	6		6
Switzerland	24		24
North America	25		25
Total	117	30	87

The proposal was not agreed.

17 Subjects for Discussion at Future Meetings and Any Other Business

17.1 Rainer Muller announced that he proposed to offer a limited number of subsidies at \$5000 each to assist with transport costs to Vancouver, the allocation to be based on the ISMA membership of each fleet in the years 2014/15/16.

17.2 Robert Gierth asked if any other boats intended to go to the KDY (Royal Danish Yacht Club) regatta to be held 17 – 21 August, which had classes for Sixes, Eights and Twelves and was also the venue for the 5.5 World Championship. It was noted that this regatta had been suggested as a venue for the Europeans, but the proposal had been made very late and long after Brunnen had been accepted in the programme. The Secretary noted that he had circulated notice of the KDY regatta to the entire ISMA mailing list, but by that time most members were already committed to Brunnen.

18 In closing the meeting, Robert Owen said he was sure that everyone present would join him in sending their best wishes to Matt Brooks and Pam Levy.

T J Russell
Executive Secretary
26 July 2016