



International Six Metre Association (ISMA)

Minutes of the 45th Annual General Meeting

held at 1900 on Monday 18 September 2017

in the Main Dining Room of the Royal Vancouver Yacht Club

1 Welcome

- 1.1 Matt Brooks took the chair. Because the fleet had been late off the water, and the proposed venue for the meeting was still being used to provide catering, he proposed to conduct the meeting standing, in an open forum, in the hope that the meeting would conclude expeditiously.

2 President's Introduction

- 2.1 In commenting on his impending retirement, Matt Brooks noted the success of the class which had led to a large attendance at the Championships and a growing interest in building new boats, with one boat in active development. In contrast, there were two issues that he regarded with hindsight as mistakes:
- The cessation of a printed Journal in hard copy had been beneficial to the budget, but he believed it would be wise to consider re-instating it.
 - He suggested that it would be useful to re-instate the Nominating Committee
- 2.2 At his request, Sir Robert Owen had approached HM King Juan Carlos de Borbón of Spain to invite him to accept the post of Honorary Admiral of the Association. The response was that the King was both honoured and delighted. Peter Hofmann, on behalf of the North American fleet, supported the idea, and the meeting agreed the proposal with acclamation. On behalf of the King, Mauricio Sanchez-Bella thanked the meeting.
- #### **3 In Memoriam**
- 3.1 The meeting held a short period of silence in memory of:
- Ed Dubois 18 April 1952 – 24 March 2016
 - Doug Peterson 25 July 1945 – 26 June 2017

4 **Apologies for Absence**

4.1 Apologies had been received from:

- Ian Howlett – Vice-President (Technical)
- Paul Smith – Vice-President (Racing)
- Tim Street

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 2017 Winter Meeting at Hamburg 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	27	Kari Loukola
France	5	Cedric Rimaud
Germany	4	Thomas Kuhmann
Great Britain	15	Robin Richardson
Spain	7	Mauricio Sanchez-Bella
Sweden	6	Johan Larson
Switzerland	24	Reinhard Suhner
North America	31	Peter Hofmann
Total	119	

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.

7 **Treasurer's Report – 2016 Accounts and 2017 ISMA Dues**

7.1 On behalf of the Treasurer, the Executive Secretary introduced the financial report. He invited the meeting to accept the accounts and note the budget for 2018. He warned that the financial situation during the current year appeared unusually healthy, for a number of reasons:

- Sail label sales had been unusually large.
- Due to the generous hospitality of RVYC members, the Executive Secretary had been accommodated locally without charge.
- For health reasons, Fiona Brown had been forced to withdraw from her engagement to provide PR support for the World Championships.

7.2 The Executive Secretary noted that the budget had been constructed on the basis that membership fees would be increased to reflect a proposal to be made later in the meeting. There were no questions, and the financial report and budget were approved.

8 President's Report

8.1 The President said he had nothing to add to his opening remarks, and called on each Vice-President to report.

9 Vice-Presidents' Reports

9.1 Vice-President (Racing)

9.1.1 Paul Smith had submitted a written report. On his behalf, the Executive Secretary reported that much of VP(Racing)'s time had been taken up with establishing the venues for future regattas, which would be addressed later in the meeting. The development of specific criteria, against which the suitability of a venue would be assessed, had proved useful in setting out guidance for the clubs interested in bidding for future events.

9.2 Vice-President (Moderns)

9.2.1 Johan Larson noted the growing interest in the Open Division, which, after a period of low participation, was now firmly established again as was demonstrated by the good turnout at the World Championships. It was also good to see a resurgence of interest in building new boats.

9.3 Vice-President (Marketing)

9.3.1 Thomas Kuhmann noted that he would present more specific proposals for a patronage programme later in the meeting. With a small committee he had been exploring a strategy for attracting sponsorship for the class. He would also like to explore ways of attracting additional younger sailors to the class, possibly by developing the concept of sponsored boats.

9.4 Archive Project

9.4.1 At the President's invitation, Violeta Alvarez spoke about the proposal for an archiving project to capture and catalogue information relevant to the history of the class. She introduced Jenny Wittamore, who had made a formal submission setting out what the project could achieve and what it might cost. At the Hamburg meeting five members had offered financial support for the project, which was seen as being funded separately and not dependent on ISMA's financial resources. To that end, the details of the project

proposal were circulated (a copy is attached to these minutes), and Jenny would undertake a survey during the remainder of the regatta to gather members' views and to investigate how many other members might be prepared to support the project.

10 Executive Secretary's Report

10.1 The Executive Secretary reported that he continued to work on points of technical detail. The building of a new boat in Spain had revealed the need for some guidance for owners, designers and builders on how to navigate the requirements to satisfy the Class Rule. 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 The Executive Secretary noted that the attempts to establish a Norwegian fleet had not been successful, but there was more encouraging news from the Netherlands where a number of boats were racing together. He had also had contact from a small Austrian fleet of boats built to the First Rule, which were showing some interest in coming to the European Championships in La Trinité in 2018.

11 Feedback from the Winter Meeting

11.1 The meeting held in Hamburg on 3 and 4 March had generated some proposals which required the approval of an Annual General Meeting.

11.2 Alternative Subscription Rates

11.2.1 **Proposal:** *The meeting will be invited to agree the new subscription rates to come into force in 2018.*

The meeting was reminded that a small working group was formed, and they had prepared a short paper outlining their proposal for a change in the subscription rates. On discussion, Peter Hofmann said that the proposed increases seemed rather aggressive, but Violeta Alvarez observed that the Association should raise enough funds to maintain a healthy balance.

11.2.2 The proposal was put to a fleet vote. The Swiss and North American fleets were opposed to the proposal, but all other fleets voted in favour. The proposal was therefore agreed by 64 votes to 55.

11.3 Double Majority Voting

11.3.1 **Proposal:** *The meeting will be invited to accept the proposal for Double Majority Voting.* At the end of 2016, the President had circulated a proposal for Double Majority Voting, and a paper describing the proposal had been circulated with the agenda.

11.3.2 The proposal failed to attract any support, and was therefore not adopted.

11.4 Timetable for the Election of Officers

11.4.1 **Proposal:** *The meeting will be invited to agree that officers elected at the AGM in 2018 should exceptionally serve for a three-year term so that the subsequent elections would be held at the AGM which coincides with the World Championships in 2021.*

The Executive Secretary explained that the current system of elections means that officers are normally elected in the same year as a European Championships, rather than a World Championships, and at the Hamburg meeting it was agreed that elections at the AGM held at a World Championships would be preferable. This would entail some transitional arrangements, probably by agreeing to elect the next Board for a three-year term on a one-off basis. On grounds of continuity a three-year term is preferable to electing officers for just one year. It was agreed a proposal to this effect should be put to this AGM. This would mean that that officers elected at the AGM in 2018 should exceptionally serve for a three-year term so that the subsequent elections would be held at the AGM which coincides with the World Championships in 2021.

11.4.2 In the subsequent fleet vote all fleets cast their votes in favour except for the British fleet which opposed the proposal. The proposal was therefore agreed by 104 votes to 15.

11.4.3 Exceptionally, it was noted that the next item, if agreed, would establish Sir Robert Owen in post as President in 2017. Therefore, if elected, he would propose to serve until 2019.

12 **Election of Officers for 2016 - 2018**

12.1 Election of President

12.1.1 **Proposal.** *The meeting was invited to agree that Sir Robert Owen should assume the post of President at the end of the World Championships 2017.*

The President explained that no elections are due this year. However he found himself in the position of being unable to attend the European Championships in 2018 due to a prior commitment. He strongly believed that the President should be present at all ISMA events. He expressed his intention to resign at the end of the World Championships 2017, and proposed that Sir Robert Owen, the President-elect, should assume the post of President a year early.

12.1.2 The meeting agreed the proposal unanimously, and the election of Sir Robert Owen was greeted with acclamation.

12.2 Unscheduled Elections

12.2.1 Although no elections were due, two Board members had asked to resign.

12.3 Election of Vice-President (Open Division)

12.3.1 The North American fleet had proposed Steve Kinsey for the post. There being no other candidate, Steve Kinsey was elected unopposed.

12.4 Election of Treasurer

12.4.1 Two candidates had been nominated for the post:

- From the Finnish fleet: Markus Blomquist
- From the British fleet: Christian Teichmann

12.4.2 The voting was as follows:

Fleet	Votes	For Markus Blomquist	For Christian Teichmann	Abstaining
Finland	27	27		
France	5			5
Germany	4			4
Great Britain	15		15	
Spain	7			7
Sweden	6		6	
Switzerland	24		24	
North America	31		31	
Total	119	27	76	16

Christian Teichmann was declared elected.

13 **Review of ISMA Regatta Venues**

13.1 Future Venues

13.1.1 The Executive Secretary summarised the written report from VP(Racing). VP(Racing) had recommended that the meeting should agree to accept the offer from the Spanish fleet to host the European Championships at Sanxenxo in 2020. In summarising the benefits of Sanxenxo it was noted that the local fleet enjoys a long season from March to November. The local club (the Real Club Nautico de Sanxenxo) can offer excellent facilities and the sailing water enjoys reliable weather and is ideally suited. There are three airports within one hour by road. The proposed dates would be in August or September. The meeting agreed this proposal.

13.1.2 For 2021, VP(Racing) had noted that there were at least two strong proposals, from Sanxenxo and from the Seawanhaka Corinthian Yacht Club. Looking further ahead, there was a proposal from the St Francis Yacht Club for 2025, which was confirmed at the meeting and supported by the North American fleet. Given these very credible candidates, VP(Racing) had recommended that detailed consideration of them be undertaken at the 2018 Spring meeting, which should arrive at a recommendation for next year's AGM.

13.1.3 Noting the proposal "that North America be given the opportunity to host the World Championship every 6 to 8 years", VP(Racing) had observed that the Class has tried to follow this principle, certainly for the last few years, and is likely to do so for the next decade. However a formal constraint such as that proposed might deny us some flexibility and make planning difficult in practice. He had therefore suggested that the

Class should explore the concept further at the Spring Meeting so that a formal recommendation can be tabled at next year's AGM, after the implications have been fully considered. The meeting accepted this proposal.

13.2 2019 World Championships

13.2.1 Speaking on behalf of the Finnish fleet, Ossi Paija gave a short presentation on the plans for the World Championships in 2019. The intended venue is Hanko, and the dates will be 2 – 9 August. He anticipated there would be a strong local entry, since the Finnish fleet has 25 – 28 active boats. It was possible that the warm-up series would race for the Nicolas Sinebrychoff Cup – a trophy dating back to 1888.

14 **Sponsorship and Patronage Programme**

14.1 Dealing first with Patronage issues, Thomas Kuhmann – VP(Marketing) – noted that there were two aspects to consider. He had already proposed a general patronage scheme whereby patrons from among the Association membership would be granted a special status, with individual privileges to recognise their contribution. In addition, he recognised that funding support for the archiving project already discussed (minute 9.4) was also a form of patronage. However the idea of giving patrons some sort of reward would be dependent on Association members accepting that some individuals would receive special treatment. No arguments were raised against this concept, and the general principle was agreed without dissent.

14.2 Turning to the more general issue of sponsorship, Thomas observed that there were lessons to be learnt from other classes. In particular, sponsors were more attracted to a proposal which would give them visibility at a number of events. For the Class, this would mean that not just the World or European Championships but other national events in each year might be branded with the principal sponsor's identity. It would be important that this arrangement caused no conflict with any local sponsors that national fleets may have managed to attract. It was noted that any sponsor's advertising would have to be compliant with World Sailing regulations. With this proviso, the meeting was comfortable with the idea of an international headline sponsor.

14.3 Thomas explained that his ambition, with a sponsor in support, would be to at least triple the ISMA budget, or perhaps even multiply it four or five times. He therefore sought the meeting's general support for the concept of attracting sponsorship to benefit ISMA and the Class in three areas:

- sports – the provision of material facilities to support regattas and members' participation.
- logistic – to ease the burden of moving boats between venues
- financial – general support for ISMA's funds.

The meeting accepted the general concept with no dissenting voices.

15 **Technical Issues**

15.1 In the absence of Ian Howlett, the Executive Secretary summarised VP(Technical)'s report. There were a number of issues to be addressed:

- A proposal for ISMA to take control of certification and re-validation.
- A refinement of the concessions for Classic Yachts as set out in the Class Rule, Appendix A.
- The need for an Appendix B to deal with anticipated measurement issues presented by Rule One yachts.
- Recent problems being identified which call into question the validity of certificates.
- Lessons learnt for the construction approval, measurement and certification of new-build boats.

15.2 In the ensuing discussion, Peter Hofmann noted that he would like to see Hank Thayer involved in technical discussions. The President noted that, rather than nominating a specific technical committee, the organisation aimed to leave VP(Technical) free to consult at his discretion depending on the issue under discussion. However the suggestion was noted. The main issue of concern to members was the future development of Appendix A, and it was emphasised that any future amendment should be on the basis that any tolerance permitted should not be used to optimise a boat beyond its original build specification.

16 Publication of Measurement Data

16.1 Two proposals had been received relating to the publication of measurement data

16.1.1 **Proposal.** *To re-instate the sentence in the World Championship Deed of Gift which requires that "All measurement certificates shall be posted for the duration of the regatta."* In discussion, Doug Martin said he believed that such information should only be published with the owner's permission. However Robin Richardson was in favour of making certificates public, and Matt Cockburn would like to see the Deed of Gift restored. It was further noted that so long as the requirement was clearly stated in the Deed of Gift then owners should be aware of the terms governing the regatta. The proposal was agreed.

16.1.2 **Proposal.** *To require ISMA to publish, after each World or European Championship, a summary of the key dimensions taken from certificate of each competing boat.* In the light of the discussion of the previous item, this proposal was agreed without further debate.

17 Subjects for Discussion at Future Meetings and Any Other Business

17.1 No other matters were raised.

17.2 Sir Robert Owen paid tribute to Matt Brooks. He drew attention to Matt's massive contribution to the Class, as well as his record of success on the water. The association owed him a deep debt of gratitude for his leadership of ISMA, his drive and forethought. He proposed a motion of thanks to Matt Brooks which was seconded by Peter Hofmann and agreed with acclamation

17.3 There being no other business, the meeting closed at 2050.

T J Russell
Executive Secretary
27 October 2017

Attachment:

Six Metre Archive Project Proposal

Six Metre Class Archive Project Proposal

Overview

There is a growing sense within the Six Metre class, particularly with owners of the classic boats, that the ownership of these boats comes with a responsibility towards their heritage. Many recognise that they are custodians of vessels with a rich heritage and that they have a collective responsibility to preserve and record their history. The International Six Metre Association's website states "The Association ... carries the responsibility of keeping the 100 year old history of this legendary sailing class alive."

In 2007 "The Six Metre – 100 Years of Racing" was published about the history of the class, in time to coincide with the centenary. The book gives a detailed overview of the class and goes some way to fulfilling the desire to celebrate the history of the Six Metres. However, there is still a feeling that more can be done to help the situation by recording and making accessible the source material. The International Six Metre Association does not hold its own archive, but is aware that there are resources worldwide that hold original source material relating to the history of the class. So as well as telling the story of the Sixes through the book, there may also be an opportunity to make original source material more accessible so owners and those with an outside interest can create their own stories.

Project Aims

The Association wishes to:

- Bring together disparate information and archives relating to Six Metres into a single resource.
- Make historical information on the Six Metre Class more accessible to a wider audience through the digitisation of archive material.

Deliverables

In order to address ISMA's requirements to preserve the history of the class this project will produce a virtual archive and website. The site will be there to:

- Gather information on six metres from external sources. It will act as a virtual repository of physical archive material held worldwide, for example from designers, photographers, museums and private individuals. We will aim to have digital records for each item.
- Be the main source of key information on past race results and individual boats, including details such as designer, date and place of build, past owners, social history etc.
- Make this information accessible through intuitive and user friendly design.

Process and planning

A carefully planned approach should be taken to this project, with clearly defined stages in order to deliver the best outcome. The plan may include:

- An initial scoping exercise to determine the potential size of collections and their locations.

- Surveys both for end users and potential contributors. These surveys can be used to help design the end database and website.
- Identifying and forming relationships with partner organisations.
- Designing a mock-up of the database and website to test ideas and ease of use.
- An initial soft launch of the project.
- Publicity in order to reach potential contributors and users. This may be through established networks as well as more open channels such as magazines and websites.
- Populating the database.

How long will it take?

This is estimated to be a three year project.

The project will be developed through a phased approach:

- 1- Groundwork – research and planning (4-5 months)
- 2- Detailed design and production of test site (4-6 months)
- 3 - Refinement, production and initial population of final site (5-6 months)
- 4 - Soft launch. Addition of resources and final refinements to site. (6 months)
- 5 - Full launch worldwide

Timescales have been estimated but will need to remain flexible depending on the outcome of the initial planning stages. Based on these estimates the website will be up and running in around 2 years. Time will be needed in the third year to populate the site and additional commitment to upkeep will be needed in perpetuity.

This estimate is based on 8 working days per month (approximately 2 days/15 hours per week).

Cost

The estimated cost for the project will be £34,800 for the first year. This can be broken down as follows:

Project manager time. 8 days per month (96 days) @ £300 per day	£28,800
Digital heritage consultant. 10 days @ £300 per day	£3,000
Travel expenses (within UK)	£2,500
Software, web hosting and materials	£500

	£34,800

Travel outside of the UK will be in addition to this.

It is anticipated that the cost of the second year will be similar to this, with the costs reducing moving into year 3. There will be ongoing costs to ISMA beyond the initial project setup and this

must be taken into account for the long term future. Likely costs may be web hosting subscriptions and time for site maintenance and responding to enquiries.

Key people

The project manager will be Jenny Wittamore, a freelance researcher and curator specialising in maritime collections. Jenny has 11 years' experience at the National Maritime Museum Cornwall. She has specific experience of collections data management as well as collections care, exhibition development and heritage project management.

Specialist advice will be sought from Tom Goskar, a digital heritage specialist and archaeologist. Tom has previous experience in developing heritage websites specifically for recording collections information.

It must be recognised that much of the knowledge about Six Metres is held by individuals within the Association. Key members of the society will be consulted, particularly in the initial stages of the project. It would be appreciated if those individuals would make themselves available for research and planning meetings.

Recommendation

I would strongly recommend that a sub-committee or working group (3-4 people) should be set up within ISMA to handle the details of this project. It is important to have a very clear line of communication between the project manager and the Association. The sub-committee should be there to work through the finer details of the planning and to make decisions about the site on the Association's behalf. This sub-committee and/or the project manager can then report at the AGM or spring meeting.