



International Six Metre Association

Spring Meeting – 9 and 10 March 2019

The meeting was held in the 44th Street clubhouse of the New York Yacht Club

Present

Sir Robert Owen	President	RO
Violeta Alvarez		VA
Nigel Ashman		NA
David Elliott	Vice-President (Classics)	DE
John Hayes		JH
Adam Henley		AH
Anna Henningsson		AH2
Claes Henningsson		CH
Peter Hofmann		PH
Steve Kinsey	Vice President (Open Division)	SK
Thomas Kuhmann	Vice President (Marketing)	TK
Hol J Michael Larsson		ML
Kari Loukola		KL
David Linger		DL
Rainer Müller	<i>Sunday only</i>	RM
Ben Munford		BM
Tom Owen		TO
Ossi Pajja		OP
Andy Postle		AP
Toby Rodes	<i>Saturday only</i>	TR
Tim Russell	Executive Secretary	XS
Mauricio Sánchez-Bella	<i>Saturday only</i>	MB
Greg Stewart		GS
Bob Towse	Past Commodore NYYC - <i>Saturday only</i>	BT
Reinhard Suhner		RS
Peter Wealick		PW

Action

The first session opened at 1030 on Saturday, 9 March 2019

1 Welcome

- 1.1 XS outlined the domestic arrangements for the meeting.

1.2 President's introduction

1.2.1 RO opened the proceedings by thanking the New York Yacht Club for making its 44th Street clubhouse available to host the meeting. He reminded those present that spring meetings were convened as a forum for open discussion rather than as a meeting to take decisions, except in so far as members of the Board would be able to take decisions on those matters where the By-Laws of the Association allowed.

1.2.2 Apologies were noted from Ian Howlett (Vice President - Technical), Dirk Stolp (Vice President – Racing), Christian Teichmann (Treasurer), and from Matt Brooks, Mark Dahm, Craig Healy and Tim Street.

1.3 Matters from the Previous Meeting

1.3.1 XS noted that the Minutes of the previous spring meeting had been discussed and accepted at the AGM held in Vancouver. There were no outstanding actions from that meeting.

1.4 Vice Presidents' Individual Reports

1.4.1 It was noted that each Vice President would speak on their specialist areas at the appropriate moment in the agenda.

1.4.2 SK, who had not expected to be present, said that he saw the meeting as an opportunity for the Open Division to look ahead. He was pleased to see the mix of ages among participants in the Pacific North-West as a good example for the future strength of the class. He looked forward to the meeting as an opportunity to discuss whether the Class should continue to progress along the same lines as in the past or whether it should introduce innovations.

1.5 Executive Secretary's Report

1.5.1 XS noted that, since he and the Association are domiciled in the United Kingdom, the Association has had regard to the General Data Protection Regulations. Although the Association is exempt from any need to register with the data commissioner, it needs to respect the general principles of the regulations. This means that general e-mails to the membership are now sent out as blind copies to protect the privacy of individual members' e-mail addresses, and XS will not normally reveal individual addresses but instead invite members to make private contact if they so wish.

1.5.2 XS was pleased to advise the meeting that the new ISMA website is soon to 'go live', and he displayed a number of screenshots with limited functionality to show what the site will look like. He noted that the new site will contain links to the websites of national fleets, and he asked that the representatives of fleets present at the meeting should make sure that their sites were up-to-date and pass the address details to XS. He also advised that the new

Fleet
Reps.

website will include a 'programme' page and warned that this page could only contain details of future events if fleets make this information available, either on their websites or directly to XS.

- 1.5.3 As well as the established national fleets, there are many scattered examples of Six Metre activity or individual boats in a number of countries: Australia, Austria, Brazil, Denmark, Hungary, Monaco, New Zealand, Norway, the Netherlands, South Africa and Thailand. XS observed, however, it was likely that many of these boats did not have a current valid certificate.

2 Review of Executive Secretary's Position

XS left the meeting while discussions took place.

- 2.1 RO summarised the outcome of the discussions, namely that the Board confirmed that the Executive Secretary should continue to remain in post under his current contractual arrangement.

XS re-joined the meeting.

3 Treasurer's Report

- 3.0.1 XS presented the Treasurer's report on behalf of Christian Teichmann.

3.1 Accounts for 2018

- 3.1.1 XS tabled a report of the accounts for 2018. A copy of the report is attached to these minutes as Annex A. He noted that the accounts for 2018 had left the Association in a healthier position than predicted, for a number of reasons:

- The cost of last year's spring meeting was supported by the very generous hospitality of the Spanish fleet.
- The development of the new website was later than anticipated, so these costs will arise later, in 2019.

However, the anticipated extra subscription income from members volunteering to pay a higher subscription as a form of patronage had not materialised.

3.2 Financial Update

- 3.2.1 XS emphasised that the funding for the Archive Project was not derived from ISMA's membership or sail label income, and it was separately funded by the generosity of supporters. The money passes through ISMA's bank accounts but it is accounted for separately, and shown separately in the accounts. Although the project was shown as being in deficit at the end of 2018, since then its income and expenditure had been brought into balance.

3.3 Budget for 2019 and Beyond

3.3.1 XS tabled a copy of the proposed budget for 2019. A copy is attached as Annex B. In considering the budget, he noted that it provided for the set-up costs and ongoing hosting of the website, together with a web editing service which should provide for regular updating and periodic news feeds. The meeting noted that the website needed regular news input to keep the website alive, and agreed that each fleet should be asked to nominate a representative for that purpose. Fleet Reps.

3.3.2 In response to a question, XS confirmed that no provision had been made for the future provision of commemorative medals for trophy winners. He observed that the championship guidelines document made it clear that the regatta organisers should provide some form of memento for the crew of the boats that won or were placed in the major trophies, since they only keep the trophy until it is next awarded. Some debate ensued whether ISMA should provide a standard form of commemorative medal, or whether it should be left to regatta organisers to present something unique to the event as happened in Vancouver. It was agreed that the future provision of medals should be investigated. XS

3.3.3 OP questioned whether the budget should include a provision to pay for tracking of boats at championships. He observed that this was a significant cost – using SAP cost in the region of €7,000 per day – but the availability of tracking could be a significant factor in publicising the class. Noting that tracking could be attractive to event sponsors, it was suggested that this could be marketed as a possible sponsorship opportunity. VA observed that the Spanish fleet is using a much lower cost alternative which makes use of an app on mobile phones, and it was agreed that this might be a solution but subject to concerns that it should only be for observation and analysis ashore and not be available as a tactical aid on the water.

4 Review of ISMA Regattas

4.1 Feedback from La Trinité

4.1.1 In the absence of Vice-President (Racing), XS presented this item. There were two suggestions that had resulted from the regatta, and one item that he had been asked to consider.

4.1.2 Definition of Course Length. At the moment the Deed of Gift for the World Championship and the European Championship Rules both defined the required courses in terms of distance, and the number of legs required. Variations on this requirement could be permitted by application to ISMA. XS observed that the requirements included courses with two-mile legs, which were only achieved very rarely. Experienced race officers have commented that they would normally expect the course requirement to be expressed in terms of race duration, with guidance on the number of legs that could be

used and the shape of the course. A discussion ensued over what a reasonable duration might be, and how many or how few legs would be acceptable. There was also a suggestion that courses might be set to improve visibility for sponsors and spectators, though nothing should prejudice the status of a championship course. The meeting agreed that a proposal to change the requirement should be brought to the next AGM. XS

4.1.3 Format of the Championship Regatta

4.1.3.1 At the moment the rules define the format of the regatta very closely, to the extent of specifying which days of the week the event should take place, though this is not always followed. The addition of a spare day at the end of the championship, which may or may not be used, has added a variability which makes planning difficult for competitors and the organisers. A number of people have also commented that they would like to see a spare day between any warm-up event and the start of the championship. XS observed that the original intent of such a closely defined programme was to minimise the overall time for those who had only limited time available away from work or family commitments, and to take account of European restrictions on driving trucks at weekends. However the time had come to consider whether to allow more flexibility. One possibility would be to programme the championship over five days with, for example, races following a pattern of 2, 2, 1, 2, 1 each day, but retaining the flexibility to move races forward or to sail three races a day in the event of actual or forecast bad weather. This would add some certainty to the overall length of the regatta.

4.1.3.2 In terms of adding a spare day between practice races and the championship, OP observed that the plan for Hanko is to sail three practice races on the first day and only one on the second, leaving the rest of the second day available for boat maintenance or perhaps other activities such as match racing or exhibition races for sponsors.

4.1.3.3 It was agreed that proposals to vary the format of championships should be brought to the next AGM. XS

4.1.4 OCS – Calling Premature Starters. XS reported that Matt Brooks had asked that this topic be discussed. In preparation XS had consulted a number of top-level race officers, and also looked at published advice on race management. There is little published advice. However, race officers had all noted the importance of accuracy in identifying premature starters. This would almost certainly involve discussion between the race officer at the signal boat end of the start line and the assistant race officer at the other end. Only when the race officer was certain that he had an accurate list could he broadcast to competitors, and this could be some time after the start. The suggested best practice would be to advise competitors that no broadcast would be made until (for example) 30 seconds after the start. Those boats that knew they were over the line could of course return as soon as they could, and gain an advantage over those boats that might wait to see if they

had been spotted. It was generally agreed that the class would wish to see some method of advising premature starters. Other solutions were suggested such as the use of cameras or drones, but this would if anything only introduce further delays while pictures or recordings were reviewed. XS also noted that it was becoming less likely that premature starters would be signalled at the first mark. Although this meant that premature starters would continue in the race, with the risk of interfering with other competitors, it avoided the risk of making a mistake which could lead to a request for redress. Any competitor over the line who then continued and deliberately interfered with another competitor would of course be liable to action under Rule 2 or Rule 69.

4.2 Events in 2019, 2020 and 2021

4.2.1 OP advised the meeting that he predicted an entry of at least 57 boats for Hanko. At the time of speaking, there were 47 entries, with 13 in the open division. MB reported that he anticipated 2 entries from Spain, one in each division.

4.2.2 Reporting on the plans for Sanxenxo in 2020 and 2021, MB reported that the Spanish fleet had attracted a large media following, and the sponsorship team are hoping for results in mid-April. One outlet for sponsorship would be to support crews coming from overseas. He planned to make a presentation in Finland, and announce the programme for the coming year. The meeting confirmed it would prefer to see the 2020 event later in the year, followed by an early event in 2021

4.3 Future Championship Venues

4.3.1. No venue has been determined for 2022. During the La Trinité event, Beat Furrer had offered to run an event in Brunnen again, but there had been no immediate enthusiasm shown. XS had confirmed with Société Nautique de La Trinité that an event there would be a possibility. OP suggested that the Finnish fleet would be prepared to host another event, using Helsinki which had the advantage of courses close to the port. It was noted that Société Nautique de Genève were due to host the Eight Metres that year, which would give the bonus of added publicity for a joint regatta.

4.3.2 For 2023 TO presented an outline bid from the British fleet. BISMA proposed to hold an event in Cowes, timed for September when the Solent is less crowded and choosing days close to neap tides to reduce the effect of tidal currents. Cowes has the advantage of good transport links for boats arriving through Portsmouth or Southampton, a good number of highly-experienced race officers, and good support and social facilities. A copy of the British Fleet's proposal is attached as Annex C. The meeting was very receptive to the proposal which would have to be ratified at the next AGM. No other proposals for 2023 have been received.

4.3.3 It had been noted that 2024 is an Olympic year for France, and there had been some suggestion of a commemorative event in Le Havre, though there were some reservations about its suitability as a venue. TK preferred the idea of an event in the Mediterranean, and MB noted that the Spanish fleet had attended a very successful King's Cup event in Palma. It was agreed that no decision was necessary at this stage, and that some input from the French fleet would be essential.

4.3.4 For 2025 it was noted that the St Francis Yacht Club had already suggested it could host an event. However, this would have implications for travel and transport if it were to attract a European entry, and it was agreed that the North American fleet would explore the idea of an East Coast venue.

NA
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4.4 Other events in 2019. TK noted that the Robbe and Berking Silver cup was the 25th anniversary of the event, and it would be combined with a Twelve Metre event. A number of German Sixes are already registered, and TK was anxious to re-build a relationship with Robbe and Berking. OP drew attention to other events in Finland in the run-up to the World Championships, and he noted that Hanko Regatta would include starts for Open Division Sixes.

The first session closed at 1245.

The meeting re-convened for the second session at 1345.

5 **Archive Project**

A project report had already been circulated, and a copy of this report is attached as Annex D.

5.1 Summarising the history of the project, VA noted that it depends on support and financial contributions. Thanks to early supporters, the project has been able to engage Jenny Wittamore. She noted the problems of budgeting for such a project, which if successful involves some commitment for the foreseeable future. However the initial effort to set-up the project should complete by the end of July.

5.2 The meeting was shown a preview of how the various website pages will look, and RO observed that it is a project that depends on a collaborative approach. DE recalled that his initial efforts to set up a Wiki approach had not worked, and he highlighted some potential inconsistencies with the project so far. VA responded that she hoped he would be able to embrace the project and share information.

5.3 TK was uneasy about through-life support, and asked whether ISMA was expected to take over funding for the project. He might be more willing to support the project if he could see closure. VA emphasised that it is not ISMA's responsibility, and she would be happy to discuss his reservations with him.

VA

6 Technical Issues

6.0.1 Introducing this part of the agenda. RO observed that the Six Metre is a development class, and the meeting needed to consider the longer-term implications in the interests of the ongoing health of the class. In this context, Ian Howlett (Vice-President - Technical) had warned against opening up divisions within the class.

6.1.1 Use of Carbon Fibre. XS observed that there were two distinct aspects – the use of carbon fibre in spars, and its wider use elsewhere in the boat.

6.1.1.1 The impetus for allowing carbon fibre spars had been fuelled to some extent by a perceived difficulty in sourcing suitable alloy sections. However at the present time a stock of suitable sections exists on both sides of the Atlantic. SK suggested that the issue was further ahead than that – up to 15 years ahead. He noted the influence of top sailors in the class, and suggested that Sixes could be faster and easier to sail.

6.1.1.2 ML asked if this was just an open division problem, and KL observed that carbon should no longer be regarded as an exotic material. TK noted that there were parallels with past discussion about a 'Fourth Rule'.

6.1.1.3 In response to a question, AP confirmed that carbon spars could be made with a joint to be broken down to fit in a container. However there was no current issue of availability of alloy spars. Ian Howlett had funded a set of extrusions (RO noted that this presented a potential conflict of interest), and there was also an extruder in North America. GS noted there was a cost implication, and AP advised that, taking account of tooling costs, the best case was that carbon spars would be at least twice as expensive. He also noted that if carbon spars were permitted there would be no effective way of detecting whether normal or high-modulus carbon was used. RS observed that a change to carbon spars would mean that owners would have to change sails as well, and BM noted that there was already a lot of scope for evolution within the present Rule.

6.1.1.4 There was a short discussion about the other areas where carbon might be used. It was seen as a potential material for wings because it was believed it could be engineered to have favourable bend characteristics to change the geometry of the wings. KL saw a potential use in stiffening the hulls of newer boats which has gone soft with age, and PH wanted to use it as a lighter alternative to glass to stiffen the hulls of classics

6.1.1.5 RO closed the discussion by referring the matter to the Technical Committee for a report.

VP(T)

6.1.2 Certificate Revalidation and Certification Control

6.1.2.1 RO opened the discussion by observing that there were three key principles to be followed in resolving any problems: Clarity, Certainty and Transparency. He also wished to make it clear that the idea that a certificate belonged in some way to the measurer, could not be sustained.

6.1.2.2 XS outlined the procedure laid down in the Class Rule. The boat should be measured by a measurer recognised by the owner's National Authority. The completed measurement form is then submitted to the National Authority for that body to issue the certificate. This procedure had presented problems in two areas:

- Some National Authorities did not have the expertise, or were not willing, to get involved in the certification process.
- There was some doubt in some National Authorities whether they were able to identify who were their recognised measurers, or how measurers became qualified.

This had led to a situation where some certificates were being issued by a National Authority other than that of the owner's nationality, or by a measurer who had assumed the delegated authority to do so.

6.1.2.3 As a potential corrective measure, XS suggested that the Class could seek to adopt a rule change which was already being used by other classes, to the effect that:

"In countries where there is no National Authority, or the National Authority does not wish to administer the class, its administrative functions as stated in these class rules shall be carried out by the Class Association"

XS intended to bring forward this proposal to the next AGM.

XS

6.1.2.4 RO continued by referring to the loss of confidence in the measurement process. In part because of a lack of qualified measurers, the class often found itself in a situation where the event measurer was effectively 'marking his own work'.

Secretary's Note. At this point discussion extended to the issues associated with measurement scheduled for discussion under item 6.2

6.1.2.5 RO observed that event measurement at championships should provide an opportunity to check the correct flotation of boats in measurement trim. However this could not be achieved if boats continued to be allowed to pass event checks without the correct measurement marks in place.

6.1.2.6 There was considerable discussion about the feasibility of weighing each boat at a regatta, though it was recognised that there was some difficulty in managing the process during the launching of boats at the start of a regatta, since it depended on the availability of a calibrated load cell. Boats might be launched some days before a regatta before the event measurer was on site.

- 6.1.2.7 GS suggested, as a first move, that all certificates should be made public – and it was noted that the Deed of Gift for the World Championship and the European Championship Rules already require the certificates to be ‘posted’ for the duration of the regatta. In spite of this, and the requirement for owners to submit a copy of a valid certificate to support their entry, there were still instances where the event measurer had been found to check boats against a certificate that was not the latest current one. As an extension of this principle of making certificates public, the meeting agreed that ISMA, in the person of XS, should hold a copy of each boat’s current certificate XS
- 6.1.2.8 In a detailed discussion of how to carry out effective regatta checks, it was agreed that Vice-President (Technical) and his Committee should establish a process for measurement, and draft guidance for event measurement. At the moment RRS requires a Technical Committee at each event, but accepts that its functions could be undertaken by the event measurer alone. The meeting agreed that, in the circumstances, it would be appropriate for the Technical Committee at Hanko to be enhanced for the regatta by the addition of XS and Vice-President (Technical). VP(T)
- 6.1.2.9 It was recognised that action by competitors might be necessary in the event that they detected breaches of the Class Rule. There was some discussion about the feasibility of carrying out random measurement checks on a selection of boats after each race, or on specific placed boats. However it was recognised that a fleet of Sixes presents a much bigger problem than a dinghy fleet, where it is a relatively simple matter to weigh a selection of boats as they come ashore. RS warned that any idea of measuring boats at the end of a regatta was unlikely to be accepted by an International Jury.
- 6.1.2.10 On a point of detail, it was observed that regatta measurement checks were too often confined to deck level, with no attention paid to mainsails hoisted above the upper black band, for example. The class might consider whether a rule change is needed to require a physical stop.
- 6.1.2.11 In considering problems of boats changing hands with a certificate that was subsequently found to be invalid, the meeting was generally supportive of the idea of full re-measurement on change of ownership. This would require a rule change to be agreed at an AGM.
- 6.1.2.12 In concluding the discussion, RO noted that the class needs to encourage the recruitment of suitably qualified measurers, and AH observed that measurers must be held responsible for the quality of their work.
- 6.1.3 Use of Appendix A Classic Flotation Allowance and Ballasting
- 6.1.3.1 XS noted that the proposal to amend Appendix A, agreed at the previous AGM, had been submitted to World Sailing to be incorporated in the Class Rule. It would provide that boats using Appendix A would not be able to use the flotation allowance to add additional ballast, and the new routine for

placing the upper flotation mark should provide a check. However, it was noted that some boats had been observed to sink progressively in the period after launching, and consideration may need to be given to setting appropriate tolerances.

6.1.3.2 Although it was acknowledged that Appendix A is less than perfect, no-one has yet come up with an alternative way of granting a concession to boats that have taken up weight through life. It has been noted that weight can be added as a result of increasing scantlings during repair or rebuild – though yachts that have been substantially rebuilt to a good standard generally float to their marks. SH noted that the problem was not just one of increased weight; in some cases, old boats had become distorted so that they no longer retained the original hull form.

6.1.3.3 It was generally accepted that, as long as Appendix A is retained, there will be some boats that need all of the 50mm allowance that it provides. Some discussion ensued on what would be the effect on the class if Appendix A were withdrawn and older boats had to reduce their sail area to maintain their rating – how big a sail area reduction would be required to compensate for the increased waterline for a boat floating 10mm, 20mm or more deeper? The meeting agreed it would welcome technical advice.

6.2 Measurement

Covered in preceding discussion - see note at 6.1.2.4 above.

6.3 Deeds of Gift

6.3.1 PH, speaking for the Puget Sound Six Metre Association (PSSMA) confirmed that PSSMA intended to amend the Deed of Gift for the Djinn Trophy to exclude boats certificated using Appendix A. The meeting expressed some concern that this would lead to a very small fleet competing for the trophy. In compensation PSSMA intended to offer a substitute trophy for those boats in the classic division that would no longer be eligible for the Djinn Trophy. No action would be taken to bring the changes into effect until after the 2019 World Championship.

6.3.2 The meeting expressed some concern at the potential fragmentation of the class that might ensue. However, there was an element of support that considered it inappropriate for a boat that did not rate 6.0m or less. TR said he felt strongly that it would be inappropriate to compete for or win a trophy in a boat that did not measure, which was the effect of using the concessions of Appendix A.

6.3.3 The meeting did not seek to resolve the issue of whether similar changes should be made to the equivalent European Championship trophy, the President Woodrow Wilson Trophy. XS observed that this trophy was in the

gift of Kongelig Dansk Yachtklub (the Royal Danish Yacht Club) who were probably unaware of the issues involved.

- 6.3.4 XS advised the meeting that he had initiated correspondence with Oliver Berking to clarify the conditions for the Baum and König Trophy. Although discussions were at an early stage it was likely that the requirements of the original Deed of Gift, which had never been fully implemented, would be simplified to require wooden spars, white sails of woven polyester or cotton, and a racing flag. The requirement for woven sails would not be introduced before the 2019 World Championships.

The second session closed at 1715.

The third session opened at 0930 on Sunday 10 March.

7 Publicity and Marketing

- 7.0.1 TK opened his review by welcoming the healthy state of the class. It was good to see a meeting at the New York Yacht Club, and the championships at La Trinité had attracted a good entry. It was nice to see more young people in the class, and a positive move to have Fiona Brown handling the class publicity. The archive project showed the integrity of the class.

- 7.0.2 However, TK saw a number of issues outstanding:
- The idea to establish boat pools to facilitate charter
 - Poor turn-out at regattas with boats unused
 - A need to attract more young owners and crews
 - The conflict between development and preservation
 - The variable level of activity among the fleets
 - The need for better spectator facilities.

7.1 Patronage

- 7.1.1 TK explained that the intent had been to give a special status to patrons to recognise their support to (for example) the archive project, a boat pool, or some other contribution to the class. VA emphasised that the archive was a project independent of ISMA's funds.
- 7.1.2 RM questioned the objective of maintaining a boat pool. Was it a facility for prospective owners to try out the class, or a facility to support inter-continental competition? Do charterers want to win, or just have a chance to participate in a regatta? Was it intended to facilitate a charter for a whole season, or just for one event?
- 7.1.3 GS asked whether the new website could have a charter page, alongside the page with boats for sale. It was recognised that having boats for charter or lending unused boats might attract new people to the class, and XS confirmed that a dedicated website page would be possible.

7.1.4 TK summarised by saying it appeared that the practical way forward was to leave chartering to individual owners. There was no support for involving ISMA in any financial role, but it could act as a 'dating agency'. RM observed that establishing a charter pool implies investment in boats and sails, and even individual arrangements could involve charges for insurance. It was agreed that TK and RM would help develop some generic advice on chartering.

TK, RM

7.2 Sponsorship

7.2.1 TK reviewed the situation by noting that the Board still needed to find sponsors. The class is small and not widely known, and really needs an offer to support a series of events, which in any case would be more attractive to a sponsor. This pre-supposed that individual fleets would be prepared to come under the ISMA collective sponsorship arrangements. However he recognised that any sponsorship discussions must not prejudice any negotiations already under way for forthcoming events.

7.2.2 VA asked whether there would be some transferability of sponsorship between events. GS noted that we could also look for sponsorship 'in kind' such as companies like SAP that provided event tracking. TK questioned whether the class has the muscle to attract sponsorship, and OP suggested sponsors might best come from those associated with the class activities, such as shipping companies and tracking companies. However TK still advocated pursuing a global sponsor, and he holds a package of sponsorship material available for the purpose.

7.3 Boats owned by the Estate of Erik T Larsen

7.3.1 In reviewing the current situation, TK noted that all the boats are still up for sale. His attempts to set up a syndicate to make an offer for some or all of the boats had not found any support. Earlier discussions about setting up a boat pool had confirmed that there was little appetite for any such collective arrangement, with members preferring to negotiate individual charter arrangements.

8 **Overall Strategy and Priorities**

8.1 Attracting New Owners and Sailors

8.1.1 RO invited AP to speak from his perspective of the marine industry. AP commented that the industry was seeing an increasingly older customer base. The younger age group had less disposable income. RM questioned whether older owners represented a problem. TK asked who finances chartered boats – was there a potential financial support system?

8.1.2 AP commented that there was a growing number of young crews who expect to be paid, and TO confirmed that they at least expect to be housed and fed.

DE observed that there needs to be some local initiative to introduce new people to the class.

8.1.3 RO asked who would organise such a scheme. VA commented on the success of lending or chartering unused boats for individual regattas, which in her case had introduced two new owners to the class. ML noted that there is significant time pressure on young people, and suggested the class should focus on older potential owners. RM suggested that the class needs clubs to support Sixes, and DE suggested recruiting from other classes, and from sailors racing offshore.

8.1.4 TK commented that it was difficult to make a club-based scheme relevant in fleets that are geographically scattered, but he noted the potential for giving the class more exposure by competing in events where other classes sailed.

8.2 Cost-effective New-Build Package

8.2.1 RM suggested that new owners would be more easily attracted to the class if there was a ready-made package on offer, and he saw a need to work with boatyards to make such a package available, to include boat, rig and sails. He commented that it would be cheaper to build from new, and businesses such as Demon Yachts might produce something priced around £155k. Others commented that the price would depend on whether the package was for an existing proven design, or whether a prospective new owner was invited to take a risk on a new design. It was suggested the ISMA website might be used to point prospective new owners to designers.

8.2.2 In the case of new owners wanting to build to an established design, it was important to make clear that the use of an existing design was a matter for the owner and designer to come to an arrangement to satisfy any royalty payments due. From ISMA's point of view the only restrictions relating to building to an existing design were merely the restrictions on whether a copy of a classic design was eligible to compete in the classic division.

9 **Priorities for Communication Strategy**

9.1 Discussion on these topics had been subsumed in the discussion under other headings.

10 **Future of the Class – Involvement of Professionals**

10.1 RO introduced the topic by reference to Ian Howlett's views, that a 'win at all costs' attitude was intruding into the class, and there was a risk that the resulting aggressive attitude would spoil the atmosphere of good sportsmanship coupled with keen competitive racing. AP was in favour of the idea of owner drivers, and he noted that there were a number of industry professionals who competed in the class on a recreational basis, sailing with friends.

- 10.1.1 VA observed that introducing rules about who was allowed to steer might be difficult when boats were used to changing helmsman during a race, and PH recognised that there are some crew who are there specifically to derive an income from the sport. GS suggested that one controlling measure might be to insist that protests should only be initiated and defended by amateurs.
- 10.1.2 Comparisons were drawn with the Dragon Class, where the use of professionals is widespread and dominates the results. PH wondered whether there might be a problem if the class tries to attract Dragon owners. RM questioned whether there is an issue, but there was a general view that there have certainly been individual incidents which have left a bad taste. RS suggested that the solution lies in a more robust application of the Racing Rules of Sailing.
- 10.1.3 On the basis that the problem seems to lie with a small number of individuals brought into the class by specific owners, it was agreed that, in the first instance, the President would be asked to make a personal approach to any owners whose crew's behaviour did not reflect the spirit of the class. XS

Any Other Business

A request was made that the issue of the use of GPS, which is currently forbidden by Class Rule 37, should be reviewed again at the next AGM. XS

The third session closed at 1245.

Tim Russell
Executive Secretary
ISMA
23 March 2019

Annex:

- A. Financial Report for 2018
- B. Budget for 2019
- C. BISMA Proposal for 2023 World Championship
- D. ISMA Archive – Spring Meeting Update, March 2019

Annex A

INTERNATIONAL SIX METRE ASSOCIATION

Financial statement at 31 December 2018

All figures in Euro (€) except where stated otherwise

Sterling account converted at E1 = € 1.11

2017		2018
	Income	
10,210.00	ISMA Fees (Note 1)	17,000.00
0.00	ISMA Fees - over payment	190.00
0.00	ISMA Fees - advance payment	0.00
0.00	Regatta Fees	3,900.00
20,800.00	Ball Labels (Note 2)	10,000.00
0.00	Burgee sales (Note 3)	0.00
0.00	Archive Project Support	<u>27,997.33</u>
31,010.00	Total Income for the year	59,087.33
	Expenditure	
268.80	ISAF Subscription 2017 (€240.00)	266.40
0.00	Office costs	178.22
351.00	Spring Meeting Costs	0.00
3,600.00	Spring Meeting catering	0.00
-3,684.32	Less: contributions from delegates	0.00
10,080.00	Secretarial contract (€750/month)	9,990.00
208.92	Secretary's Accommodation	261.96
1,010.40	Secretary's Travel	683.93
26.92	Ball Label Postage	22.06
5,190.16	Purchase of lapel pins and medals	3,870.04
633.15	Presentation expenses	0.00
0.00	Archive Project	40,075.61
0.00	Public Relations - contract	2,442.00
0.00	Public Relations - expenses	1,998.65
153.36	Losses on currency exchange and bank transfers	1,364.95
208.30	Bank charges	<u>173.79</u>
<u>18,046.69</u>	Total expenditure year to date	<u>61,327.60</u>
12,963.31	Surplus of Income over expenditure (Archive excepted)	9,838.01
	Archive Income less expenditure	-12,078.28
29,536.44	Balance brought forward from previous year	42,392.02
<u>-107.73</u>	Exchange rate correction from last year end	<u>-24.15</u>
<u>29,428.71</u>	Corrected balance brought forward	42,367.87
<u>42,392.02</u>	Balance at bank	<u>40,127.59</u>
39,686.74	Euro account balance	31,549.28
<u>2,705.28</u>	Sterling account balance	<u>8,578.31</u>
<u>42,392.02</u>		<u>40,127.59</u>
	Note 1	
112	Full (Includes one honorary member)	126
24	Associate	25
	Note 2	
50	Ball labels sold	100
	Note 3	
43	Burgees sold	0

Annex B

Budget for 2019

All figures in Euro (€) except where stated otherwise

Sterling account converted at £1 = € 1.12

2018		Calculation		2019		
Budget	Year end					
		<u>Income</u>	<u>Note</u>	<u>Rate</u>	<u>No.</u>	<u>Total</u>
12,500.00	15,750.00	Full memberships	1	125.00	125	15,625.00
900.00	1,250.00	Associate memberships	1	50.00	24	1,200.00
8,625.00	190.00	ISMA Fees - over payment	1	50.00	3	150.00
10,000.00	10,000.00	Sail Labels	2	100.00	120	12,000.00
40.00	0.00	Sale of burgees	3	20.00	2	40.00
3,600.00	3,900.00	Regatta Fees		100.00	40	4,000.00
35,665.00	31,090.00	Total Income for the year				33,015.00
<u>Expenditure</u>						
273.60	266.40	ISAF Subscription (€240.00)		268.80	1	268.80
0.00	178.22	Office costs		90.00	1	90.00
300.00	0.00	Spring Meeting costs		4,000.00	1	4,000.00
2,508.00	2,442.00	PR Contract	4	2,500.00	1	2,500.00
2,500.00	1,998.65	PR travel, accommodation and expenses	5	2,500.00	1	2,500.00
0.00	0.00	New website		1,200.00	1	1,200.00
0.00	0.00	Web hosting		20.00	12	240.00
0.00	0.00	Web editing		300.00	12	3,600.00
10,260.00	9,990.00	Secretarial contract (€750/month)		840.00	12	10,080.00
1,300.00	261.96	Secretary's accommodation	6	120.00	11	1,320.00
500.00	683.93	Secretary's travel	7	600.00	1	600.00
60.00	22.00	Sail Label Postage		1.00	20	20.00
600.00	3,870.04	Purchase and engraving of medals	8	0.00	1	0.00
100.00	0.00	Presentation expenses	9	100.00	1	100.00
0.00	1,364.95	Losses on currency exchange and bank transfers		0.00	0	0.00
180.00	173.79	Bank charges		15.00	12	180.00
18,581.60	21,252.00	Total expenditure year to date				25,698.80
17,063.40	9,838.00	Surplus of Income over expenditure				6,316.20
42,392.02	42,392.02	Balance brought forward from previous year				52,205.87
48.31	-24.15	Exchange rate correction from last year end				0.00
42,440.33	42,367.87	Corrected balance brought forward				52,205.87
59,523.73	52,205.87	Balance at bank				58,522.07

Notes

1. Reflects new membership rates, and experience of low rates of voluntary over-payment.
2. Note that sale of labels in 2019 is assumed to be higher in a World Championship year.
3. Limited stock of burgees left, priced to recover purchase price.
4. Based on typical rates for previous regattas
5. Based on past experience of cost of accommodation and travel to La Trinité.
6. Assumes 9 nights Hanko and 2 nights Spring meeting. Note that Secretary was accommodated free in Vancouver
7. Assumes travel within Europe and to New York
8. Assumes no repeat purchase. Expenditure this year was for engraving last year's medals.
9. Contingency provision.



British International Six Metre Association - BISMA

Proposal for the 2023 World Championship

Presented at the New York Yacht Club

9 March 2019

BISMA would like to propose that the 2023 World Championships be held in the Solent on the UK south coast.

A Where

The Championships would be held out of Cowes, Isle of Wight and raced in the central Solent.

B Why

1. Cowes is the cradle of British racing, with the initial America's Cup held as a race around the Isle of Wight in 1851. There are many yacht clubs in the area that can support the social and logistical requirements of the sailors; amongst them the Royal London Yacht Club (RLYC), the Royal Ocean Racing Club (RORC), Island Racing Club (ISC) and the Royal Yacht Squadron (RYS).
2. The re-birth of British six-metre sailing spearheaded by Tim Street, ably assisted by Tim Russell, has produced enthusiastic racing in the UK for over 20 years.
3. There is active British fleet of nearly 20 six-metre boats that will ensure competitive racing.

C How

1. It is proposed that we will work with the Royal Yacht Squadron (RYS) to organise the logistics, races and social programme.
2. The boats will be based in the Cowes Yacht Haven Marina, which caters for boats of all sizes.
3. There are many chandleries and marine services in Cowes that can cater for the needs of all six-metre teams.

D When

1. September 2023, when the local racing season in the Solent calms down, the water is warmer and the weather still mild. Exact dates to follow – probably the first neap tides in September that year.

E Budget

1. It is proposed that the entry fee per boat would be £1,200.
2. This will include the entry fee plus arrival and departure drinks and prize-giving dinner.
3. Additional social events will be charged separately.

F Logistics

1. If coming from abroad by ferry, BISMA propose that boats be unloaded in Hamble, not far from Portsmouth where the ferries arrive, and taken by sea to Cowes. Alternatively, if teams would like to take their trucks and equipment, they can load the truck in Portsmouth and cross by ferry to Fishbourne. Then drive from Fishbourne to Cowes on the Isle of Wight and launch at Cowes Yacht Haven Marina.
2. Local Solent boats can launch their boats either in the Hamble or in Lymington and sail across the Solent.
3. There is plenty of accommodation available in Cowes in September.

BISMA invite ISMA to indicate their support for this proposal, so that more detailed planning can be undertaken and a more detailed proposal can be presented at the next AGM in August in Finland

Annex D

ISMA archive – Spring Meeting update

Since my last update at the AGM held in La Trinité in September, significant progress has been made on the Six Metre archive project. As a reminder, at that point we had just appointed a website developer and we were waiting to see the initial visual designs for the archive website.

Over the autumn we had lots of to-ing and fro-ing with the designers and were delighted to sign off the finished graphics just before Christmas. The site has been designed to look fresh, inviting and more importantly, easy and intuitive to navigate.

After signing off the graphics we set to work pinning down the back end of the site, specifying the functionality including search facilities, cataloguing details and linking of records. This is detailed work and we are now in the process of signing off the technical spec.

The back end of the site has been in the process of being built since January and will be ready for us to start importing data very soon.

In the mean time I have been working hard on developing the content for the site. There are four main types of content required:

- The Archive, which contains digitised paper material (e.g. correspondence, race information, articles, photographs etc.) and objects.
- Boat Profiles, containing information on each Six Metre.
- Race Results, which will contain historic race information.

The final area of the site requiring content is the main pages – the home page, about pages, contact page etc.

The area that I am focusing most of my time on currently is preparing and refining the boat profiles. This has been based on a variety of sources, including the invaluable lists produced over years of research by Tim Street and Basil Carmody. I have also been working my way through decades-worth of Lloyds Register of Yachts, gleaning additional information from the original source material.

This data is of the utmost priority for the proper functioning of the site. This is because the boat list will act almost like a framework that holds all the other data on the site together. Each individual boat has been assigned a unique number, based on the system developed by Basil Carmody. This number will then be used to link together related records to help users find additional relevant information within the archive. This is particularly important where a boat's name has changed numerous times over the years and therefore can't be used to easily make connections between records.

We do not yet have a confirmed launch date for the site, our philosophy being that we would prefer to get it right without the added pressure of meeting a firm deadline. We would prefer to give you a fully functioning site a little later than anticipated rather than a half-finished site on an arbitrary deadline. I hope you agree. We do, however, anticipate that the site will be launched by the summer.

The remaining jobs to be done on the site are finishing the build, populating the site with content and testing before launching in a few months.

I would like to emphasise, however, that this site will not be “finished” when it is launched; certainly not in terms of content. The site will, and should, continue to develop over time. It may have only 100 or so archive records on it at launch, but it will grow as the collection develops, and I hope that it can eventually reach into the thousands.

I think I said in September not to forget that this is *your* project. The more of you that contribute material to the collection to share with your fellow Six Metre enthusiasts, the better, richer, fuller it will become. You can help the project to develop in three ways:

- 1) Spread the word! Sign up for the newsletter, talk to people about the project, visit and use the site when it's launched.
- 2) Contribute material. If you have old photos lying around, old receipts or correspondence relating to work you have had done on your boat, magazine articles, certificates or objects we want to hear from you. Anything that can be scanned or photographed and has anything to do with Six Metres, either individual boats or the class as a whole, we're interested!
- 3) Help with finances. We have had generous donations from individuals within the Association, but extra help with finances is always helpful.

Please get in touch if you have any questions or comments. Thank you!

archivist@6metrearchive.org