



International Six Metre Association (ISMA)

Minutes of the 47th Annual General Meeting

held at 1800 on Wednesday, 7 August 2019

in the Town Hall, Hanko, Finland

Present:

Sir Robert Owen	President	RO
Thomas Kuhmann	Vice-President (Marketing)	TK
Dirk Stolp	Vice-President (Racing)	DS
Tim Russell	Executive Secretary	XS
and 37 members of ISMA		

Action

1 Welcome

- 1.1 The President welcomed members to the meeting.

2 President's Introduction

- 2.1 The President opened the meeting by thanking Ossi Paija, the officers and members of the Hangö Segelförening, the City of Hanko and their sponsors and partners for hosting the championships, and delivering a most successful World Championship.
- 2.2 RO noted the success of the Spring Meeting held earlier in the year at the New York Yacht Club. He mentioned that meetings such as this were particularly valuable because they allowed for discussion in much greater depth than was possible during the limited time available during the AGM.

3 Apologies for Absence

- 3.1 Apologies had been received from:
David Elliott – Vice-President (Classics)
Ian Howlett – Vice-President (Technical)
Steve Kinsey - Vice-President (Open Division)

Christian Teichmann – Treasurer
Matt Cockburn
Rainer Müller
Andy Postle
Robin Richardson

4 **Number of Votes per National Association**

- 4.1 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	25	Ossi Paija
France	4	Louis Heckly
Germany	5	Robert-Christian Gierrh
Great Britain	17	Tom Owen
Spain	12	Mauricio Sánchez-Bella
Sweden	3	Claes Henningson
Switzerland	24	Reinhard Suhner
North America	35	Peter Hofmann
Portugal	1	Patrick de Barros
Total	126	

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. The minutes were accepted unanimously as a true record of the meeting.
- 5.2 The minutes of the 2019 Winter Meeting in New York had been published on the Association's website before the meeting. There were no comments. The minutes were noted as a record of the meeting.
- 5.3 At the Winter Meeting it had been agreed that the Executive Secretary, on behalf of ISMA, should hold a copy of each boat's certificate. The meeting agreed to ratify this decision.

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

At this point the President asked XS to withdraw from the meeting

The President drew attention to the fact that the proposed budget for 2020 included a provision to increase the contract payment to the Executive Secretary from £750 per calendar month to £830. The meeting agreed that this increase should take effect from January 2020.

XS re-joined the meeting

- 6.1 In the absence of the Treasurer, who was taking part in the Fastnet Race, XS presented the report.
- 6.2 In presenting the update of the budget for 2019, XS noted that he expected the public relations expenses to be higher than predicted, partly because of hotel costs but mainly because it had been necessary to charter a RIB for Fiona Brown to use at the regatta. However, he noted that the predicted sales of sail labels had already been exceeded, and so he anticipated there should still be a surplus at the end of the year.
- 6.3 In presenting a proposed budget for 2020, XS noted that it makes a provision for the purchase and engraving of a further stock of medals. However, the meeting was asked to consider whether ISMA should continue to fund this item, or whether event organisers should provide 'take-away' or 'keeper' mementos for the crews of trophy winning boats. The general agreement of the meeting was that the provision of prizes or mementos should be the responsibility of the event organisers, and this should be part of the specification for running an event. XS
- 6.4 It was suggested that there was potential to seek funding from venues, in recognition of the benefits which accrued to the local economy in terms of additional business for accommodation and catering outlets in particular. Some debate ensued whether there was any incremental benefit, or whether the Class merely occupied accommodation and used catering facilities which would be used by other visitors. It was agreed that ISMA should seek to collect some data on the economic impact of an event. XS

7 Executive Secretary's Report

- 7.1 XS updated the meeting on the proposal put before the World Sailing annual conference in November 2018, which had aimed to reduce the numbers of boats required in a World Championships for the class to maintain its international status. The proposal 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. Although the proposal had not been agreed, it had failed on a technicality, and it would be submitted again at the next annual conference, supported by the Chairman of the World Sailing Classes Committee, ISMA, the International One Design Class and the International J/111 Class.
- 7.2 XS reminded the meeting that the changes to the Class Rule agreed at the last AGM, which amended Rule 33 – Materials and Appendix A, had been incorporated and would come into effect on 1 October 2019.

8 Election of Officers

- 8.1 The President noted that no elections were due this year, and the existing officers would remain in post until 2021.

9 Review of ISMA Regatta Venues

- 9.1 The President observed that there had been considerable discussion about venues at the Spring Meeting. Since then, ISMA has received a letter from the Commodore of the Royal Yacht Squadron and the AGM was asked to endorse the selection of Cowes as the venue for the World Championship in 2023.
- 9.2 Turning to the question of a venue for the European Championship in 2022, the meeting was advised of a very recent proposal from Patrick de Barros, in his role as Commodore (Honorary) of the Clube Naval de Cascais, to host the event. He emphasised the need for an early decision to secure a place in the club's timetable. In response Louis Heckly suggested that the weather and sea conditions at Cascais might not be favoured by boats in the classic division.
- 9.3 In addition to the proposals that had been aired at the Spring Meeting, Ossi Paija suggested that Turku could host an event, which would of course attract good support from the Finnish classics. There was also a possibility that the Société Nautique de Genève would host an event after the Eight Metre Worlds. Beat Furrer was anxious to establish dates for the event – he reminded the meeting that the Class had in the past tried to establish an alternating split between North and South European venues.
- 9.4 The President noted the requirement for an early decision, but also the importance of members being able to make an informed choice of venue with appropriate information. It was therefore proposed and agreed that ISMA will circulate its outline specification for championship events, and proposals to hold the event should be submitted within 28 days, so that members can reach a decision by a mail vote before the end of the year.

XS

Post Meeting Note: The deadline for submitting proposals to host the European Championships in 2022 has been extended to the end of September 2019.

- 9.5 Looking ahead to future years, DS noted that 2024 would be the centenary year of the Paris Olympics in 1924, and there had been a suggestion that an event in Le Havre (the Olympic venue for the yachting events) would be appropriate. Speaking for the French fleet, Louis Heckly suggested that other French venues could be more attractive, such as Les Iles Porquerolles or perhaps Cannes. Peter Hofmann reminded the meeting that the North American fleet would wish to make a proposal for 2025.

10 Deed of Gift

10.1 The Djinn Trophy

- 10.1.1 Peter Hofmann explained that the Puget Sound Six Metre Association (PSSMA) had decided to alter the Deed of Gift for the Djinn Trophy, which is awarded to the highest placed classic yacht competing in a World Championships. PSSMA

believed it was inappropriate to allow yachts using the concessions of Appendix A of the Class Rule to compete for this trophy. In compensation PSSMA proposed to offer a new trophy for competition between the Appendix A yachts, which would be named for Tim Street.

10.1.2 Members questioned whether ISMA had any option, and whether they had any control over the Deed of Gift. It was suggested that ISMA should simply find another trophy. The President observed that the issue was clouded by the whole principle of Appendix A. He did not think it would be helpful to re-open the debate at this stage. However, this was an issue which could be addressed in much greater detail at the next Winter Meeting, when ISMA could explore what other trophy options were available. XS observed that ISMA would also have to consider whether to seek a similar split within the classic division at European Championships.

10.2 Change of Format of Championships

10.2.1 Introducing this item, XS explained that it proposed two changes:

- to move away from the idea of having a spare day at the end of the regatta, and instead plan to hold eight races over five days.
- to alter the way the courses were defined, specifying race duration rather than the geographic length of the course.

10.2.2 The current structure of sailing eight races if at all possible had been generally welcomed. However, the idea of designating a spare day, to be used if all eight races had not been completed by the end of day 4, had proved less popular. Competitors found it difficult to plan travel arrangements, and organisers found difficulty in scheduling prize-giving and closing ceremonies. The proposed change was based on defining a five-day period for the championship, with eight races scheduled to be sailed and flexibility in the programme for race officers to sail up to three races a day to catch up races that had been missed, or to anticipate future weather conditions which might disrupt the programme.

10.2.3 The proposal also removed the very rigid structure imposed by the present wording which defines the specific day of the week for each element of the programme including measurement and practice races.

10.2.3 The proposal to re-define the way the races are specified was initiated by comments from a number of race officers at past championships, who pointed out that current practice is to specify a race duration rather a course length. It was noted out that many venues are unable to accommodate the two-mile legs that the Deed of Gift requires, and it has been quite common to find organisers asking to use modified courses to suit local conditions. A lively debate ensued, with a number of members wanting to retain the requirement for courses with two-mile legs.

- 10.2.4 After discussion, the first part of the proposal to change the regatta programme was put to a block vote and agreed by a substantial majority – 102 votes to 24. It was agreed that the second part of the proposal to change the definition of course lengths would benefit from deeper discussion at the Spring Meeting.

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 where the National Authority is unable or unwilling to undertake the role, 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, with some National Authorities being unable or unwilling to act as the certification authority. This 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 in those countries where the National Authority is not prepared to undertake the task. 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. The wording also needed to distinguish between a change of ownership structure and a change in beneficial ownership. XS noted that this was an issue that would have to be addressed, and it was agreed that the wording should be refined. 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 Review the Use of GPS
- 11.2.1 This item was on the agenda in response to a request at the Winter Meeting.

- 11.2.2 In a lively discussion it was clear that there was a wide range of views. On the one hand there were those who saw GPS as an essential for safe navigation. They argued that prices were now so low, and the use of GPS devices was so widespread, that there was no reason for the class not to allow them. As an additional concern, their wide availability and the small and compact nature of the devices made it difficult to police their use, and the Class was reliant on the integrity of sailors to ensure compliance with the Class Rule. The availability and use of GPS-enabled wrist watches made it difficult to be certain that they were not being used.
- 11.2.3 On the other hand, there was a significant group who saw competition without GPS as a fundamental part of the ethos of the Class – they would argue that GPS assistance while racing was contrary to the spirit of the sport, and was effectively cheating. It was pointed out that there was nothing in the Class Rule to prevent the use of GPS for safe navigation when not racing, but they believed it had no place on the course.
- 11.2.4 In discussion, it became apparent that there was a wide range of devices on the market with varying capabilities, and the topic would benefit from deeper and more informed debate. It was agreed that a briefing paper should be prepared for the next Winter Meeting. In the meantime, competitors would be reminded at the next briefing of the requirements of Class Rule 37.

12 Archive Project

- 12.1 Patrick de Barros proposed a vote of thanks to Violeta Alvarez for initiating the project and carrying it through to a very successful launch. The proposal was unanimously supported.

13 Subjects for Discussion at Future Meetings

13.1 European Championships 2020

- 13.1.1 Mauricio Sánchez-Bella briefed the meeting on the arrangements for the European Championships in Sanxenxo in 2020. The event was planned to take place in the second half of September – exact dates yet to be fixed. The organisers had negotiated an exemption allowing the temporary import of yachts for 2.5 years and the detailed arrangements would be advised. The organisers had also arranged sponsorship allowing them to offer free winter storage for up to 10 boats – priority would be given to those boats that had travelled furthest. The event web page would include a link to the tourist office.
- 13.1.2 Mauricio also advised that the organisers were looking at a date for the World Championships late in 2021. The meeting did not welcome this proposal, since it had been understood that the Europeans late in 2020 would be followed by a World championship early in 2021 so that visiting boats did not spend too long away from their home fleet. TK asked for details of the storage/berthing and maintenance facilities that would be available to support a long-term stay.

13.2 Winter Meeting

- 13.2.1 The President advised the meeting that Christian Teichmann, the ISMA Treasurer, had offered to arrange for a Spring Meeting at his home club the Deutcher Touring Yacht-Club in Tutzing, a short distance south of Munich. Tutzing is accessible from Munich airport on the local Metro line.

13.3 Technical Committee.

- 13.3.1 Reinhard Suhner suggested that Guy-Roland Perrin should be a member of the Technical Committee in reflection of his position as 'Chief Class Measurer', and Beat Furrer asked for this proposal to be recorded in the minutes. The President suggested that the matter should be referred to the Vice-President (Technical).

13.4 Class Rule

- 13.4.1 Violeta Alvarez asked that ISMA should review the drafting of the Class Rule. In support, the President indicated that ISMA would welcome suggestions and comments on points that needed to be addressed.

T J Russell
Executive Secretary
28 August 2019