



International Six Metre Association (ISMA)

Minutes of the 49th Annual General Meeting

held at 1900 on Tuesday, 14 June 2022

in the clubhouse of the Real Club Nautico de Sanxenxo, Spain

Present:

Louis Heckly	President	LH
Ossi Pajja	Vice-President (Marketing)	OP
Tom Owen	Vice-President (Classics)	TO
Peter Wealick	Vice President (Open Division)	PW
Tim Russell	Executive Secretary	XS

and 29 members of ISMA

The meeting started at 1905.

Action

1 Welcome

- 1.1 The President welcomed members to the meeting.

2 President's Introduction

- 2.1 LH note that this was his first meeting as president, and he would try to match the success of his predecessors. He thanked the other members of the Board and the Secretary for their support.

3 Apologies for Absence

- 3.1 Apologies had been received from:
Violeta Alvarez – Vice-President (Racing)
Christian Teichmann – Treasurer
Peter Hofmann
Rainer Müller
Tim Street

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	Votes	Represented by:
Finland	11	Ossi Paija
France	0	(no qualifying vote)
Germany	5	Thomas Kuhmann
Great Britain	18	Tom Owen
North America	29	Adam Henley/Peter Wealick
Portugal	1	Patrick de Barros
Spain	14	Mauricio Sánchez-Bella
Sweden	4	Claes Henningson
Switzerland	26	Beat Furrer
Total	108	

5 **Minutes of Previous Meetings**

5.1 The minutes of the 2021 AGM held in Sanxenxo had been published on the Association's website before the meeting. The minutes were accepted unanimously as a true record of the meeting.

6 **Treasurer's Report – 2021 Accounts and Budget for 2022/23**

6.1 In the absence of the Treasurer, XS presented the report. He noted that the financial position was little changed since the report, except that more sail labels had been sold than predicted. He also warned that the receipts for championship fees already received included those for the future event in Cascais as well as the current World Championships.

6.2 The meeting agreed to accept the accounts for 2021 and the proposed budget for 2022/23 without dissent.

7 **Executive Secretary's Report**

7.1 XS reported that he had nothing to add since his report to the Paris meeting.

7.2 However, he noted that there had been some interest from members in acquiring a Six Metre burgee for the backstay of which he held only a very limited stock priced at €20 each, which had been sourced from California. He asked for a show of hands which indicated the need for a further purchase, and he accepted an action to explore prices for s further stock. He had also received some interest in reviving the ISMA association tie last distributed in Brunnen, and after a show of hands he accepted an action to explore costs for a new stock.

XS

8 Election of Officers

- 8.1.1 The meeting voted unanimously to accept the appointment of Nicolas Berthoud (Canard) to the post of Vice-President (Technical), which was greeted with acclamation.

9 Review of ISMA Regatta Venues

9.1 2023 World Championships – Royal Yacht Squadron, Cowes

- 9.1.1 TO gave a short presentation. Copies of his visual aids will be circulated separately. He will also arrange for copies of the Royal Yacht Squadron's Regatta Guest Information Pack to be circulated to the membership.

9.2 2024 European Championships - France

- 9.2.1 Representatives of the French Fleet confirmed that they were proposing to hold the event at Cannes after the Régates Royales, in late September or early October. In response to questions, they conceded that there might be one or two unsuitable days, but the general likelihood was for winds of 8 to 10 or 12 knots, with a sea breeze possibly increasing wind strengths to around 17 knots in late afternoon.

- 9.2.2 The meeting was generally very supportive of the proposal, and it was agreed to accept the proposal for an event in Cannes.

9.3 2025 – World Championships – North America

- 9.3.1 PW explained that he has been working on the concept of an event at the Royal Canadian Yacht Club in Toronto, probably in September. Although there is currently no Six Metre fleet in Toronto, the club has a history of Eight Metre racing. Adam Henly noted that the Canadian members are working on setting up a charter fleet in Toronto to help pave the way for an event. From a European point of view, one of the advantages of Toronto as a venue was an easier shipping route avoiding a Panama transit and with a limited requirement for overland travel.

- 9.3.2 Jamie Hilton noted that, in the light of this initiative, East Coast clubs would not bring forward a competing bid. In discussion, a number of members expressed a wish that clubs hosting championships should set up a programme of supporting events so that boats could stay in one place for a reasonable period to maximise the benefit of shipping. There was widespread support for this principle.

9.4 2026 – European championships

- 9.4.1 In anticipation of a bid from Finland for 2027, it was suggested that an event in Sweden in either 2026 or 2028 would make sense, with an event in

Switzerland in the other year. Beat Furrer observed that an event in Brunnen was no longer a possibility, because of a change to the commercial structure of the ownership of the marina there. It was noted that the feasibility of an event on the Lake of Geneva is dependent on selecting the right time of year to provide suitable weather conditions.

9.5 2027 World Championships – Proposal for Helsinki

9.5.1 OP gave a short presentation of the prospects for Helsinki, noting that the possibility had already been raised at the Spring Meeting. Although one or two members reported a bad experience from a previous event in Helsinki, the meeting was generally receptive to the idea of an event in Finland. It was agreed that a firm commitment would be made by a mail vote on receipt of a detailed proposal

10 Class Rule Changes

10.1 Proposal to Change Class Rule 37 - Electronics

10.1.1 Mr de Barros introduced his proposal by reflecting on the previous year's decision to remove the restriction on the use of GPS. He was uncomfortable with the margin of votes that had introduced the change, and he wished to see a tighter regulation of the equipment that could be used. In support he circulated copies of a press article, and suggested that it showed technology was in danger of killing the TP52 Class.

10.1.2 In response Jeremy Thorp expressed the opinion that the class should embrace new technology, and he saw no reason to go back on decisions that had already been taken. In support, it was argued that electronics are nothing new, and their capability will only increase – they have become a normal part of the sport.

10.1.3 Taking a contrasting view, some members were concerned about increasing costs, but noted that the expense is made worse by frequent changes of equipment and changes of what is allowed. However, it was also noted that the capability of the crew to manage the flow of information from new technology would place a natural limit on what was feasible and advantageous.

10.1.4 The proposal was put to a vote and rejected by 110 votes to six.

10.2 Proposal for a Change Affecting the Classic Division Only

10.2.1 The North American fleet had brought forward a more restricted proposal which would limit the equipment fit on yachts in the Classic Division only. In introducing the topic, the President noted that he was uneasy about introducing measures which risked widening the separation between the two divisions.

- 10.2.2 After limited discussion the meeting moved quickly to a vote, and the proposal was rejected by 58 votes to 40.
- 10.3.1 During the course of the discussion, it became apparent that there was little knowledge in the meeting of the types of equipment available and its capabilities. Hugo Stenbeck suggested that it might be useful to engage a consultant to list the various products and their capabilities, and he offered to facilitate such a study by identifying a suitable adviser.
- 10.3.2 Although members accepted that the way ahead was to allow the use of GPS position data while racing, it should be clearly understood that this would remain another example of competitors not making use of any transmission which was not available to all boats. They would not wish to see any form of private telemetry communication between competing boats and their coaches or support organisation.

11 Proposal for an amendment to ISMA's Constitution

- 11.1 Mr de Barros explained that he wished to avoid too many frequent changes, and as a result he had proposed wording taken from the Star Class:
“Any proposal for major change to ISMA Rules must be submitted at the annual AGM. If approved at the AGM, the proposal must be then submitted to a mail vote of the membership within 60 days, and shall be ratified if at least two thirds of the membership votes in favour.”
- 11.2 The proposal led to some lively discussion on what constituted a ‘major’ decision – would for example a vote to accept a future regatta venue be a major decision? The general consensus was that such a measure should be reserved for the more far-reaching decisions, and it should be a matter for the Board to determine what was ‘major’. The Secretary confirmed that adoption of this measure would not affect the requirement that at least one year’s notice should be given before any change to the Class Rule was implemented.
- 11.3 With the conditions set out above, the proposal was adopted by 60 votes to 18, representatives of the Swedish and Swiss fleets having left the meeting to attend protest hearings.

12 Archive Project

- 12.1 The meeting noted with regret that neither the Archivist, Jenny Wittamore, nor Violeta Alvarez, the initiator of the project, were able to be present. However, a printed copy of the annual report was available for the meeting which was very well received, and the meeting recorded its thanks to both Violeta and Jenny for the progress in developing the archive over the previous year

13 Subjects for Discussion at Future Meetings

- 13.1 Members asked for the following topics to be covered:
- Reports from the Vice-Presidents (Open Division) and (Classics)
 - A discussion on whether Annual General Meetings should continue in their current form, or whether the more relaxed atmosphere of a winter or spring meeting would allow more constructive discussion.
 - The relative merits of different voting structures.
 - The impact of electronics and technology.
- 13.2 The President proposed that, in the light of the intention to hold the 2024 European Championship in Cannes, it would be useful to convene the next Spring or Winter meeting at Cannes in late 2022.
- 13.3 TO proposed a vote of thanks to the President for his conduct of the meeting, which was agreed with acclamation.

The meeting closed at 2100.

Post-Meeting Note

After the meeting, Adam Henly presented the newly inaugurated Tim Street Perpetual Trophy, and the President accepted it on behalf of the Association. The trophy is to be awarded at the World and European Championships to the highest placed yacht in the Classic Division sailing with the concessions set out in Appendix A of the Class Rule.

T J Russell
Executive Secretary
30 June 2022