



## International Six Metre Association

### Spring Meeting – 9/10 March 2016

The meeting was held in the Royal Yacht Squadron's castle, Cowes, at the invitation of Sir Robert Owen.

#### Present

José Alvarez		JA
Violeta Alvarez		VA
Matt Brooks	President	MB
David Elliott		DE
Ismo Hentula	Treasurer	IHE
Ian Howlett		IHO
Julie Jones		JJ
Thomas Kuhmann	Vice President Marketing	TK
Robert Laird		JL
Hol J Michael Larsson		ML
Jan Matthews		JM
Rainer Müller (Wednesday only)		RM
Robert Owen		RO
Tom Owen		TO
Andy Postle (Wednesday only)		AP
Robin Richardson		RR
Cedric Rimaud		CR
Pam Rorke Levy (Wednesday only)		PRL
Louise Russell (Wednesday only)		LR
Tim Russell	Executive Secretary	XS
Andy Short (Wednesday only)		AS
Paul Smith	Vice President Racing	PS
Evelyn Street (Wednesday only)		ES
Tim Street	Vice-President Classics	TS
Christian Teichmann		CT

Mrs Elliott and Mrs Hentula attended the dinner on Thursday but took no part in the meeting.

#### Action

*The first session opened at 1400 on Wednesday, 9 March 2016*

#### 1 Welcome

1.1.1 MB opened the session by welcoming everyone and thanking RO for offering to

host the meeting. He observed that there were a number of important items to discuss, and he proposed to re-order the agenda so that RM, in particular, could be present for the discussion about the 2017 World Championship.

1.1.2 RO welcomed everyone to the Royal Yacht Squadron. He noted that the BISMA President, TS, was present and that the agenda should properly describe RO as the BISMA Chairman.

1.1.3 Apologies were noted from Johan Larson and Rees Martin

*Secretary's Note: The order of the meeting was changed at this point to discuss item 3.2.*

### **3.2 Marketing and forecast attendance for 2017 Worlds, Vancouver**

3.2.1 Addressing RM in particular, MB stated that he was anxious to see a successful championship in 2017. He was therefore concerned about the lack of communication from the organisers. He wanted to see some evidence of planning for the event, and how the organisers were addressing the issue of transport costs.

3.2.2 Responding, RM alluded to the very long history of the Six Metre class in the Pacific North-West. He said it was difficult to predict future shipping costs, but he indicated current prices were approximately USD 12,000. The organisers planned to publish more detail before the AGM in Brunnen. He was prepared to negotiate a deal on a case-by-case basis; he could make no blanket offer, but would be prepared to consider supporting a team of young sailors, for example.

3.2.3 MB recalled that the organisers of the event at Newport had worked hard to attract entries, and had flown TS (who was then ISMA president) to Newport to see the planning and the facilities and to act as an ambassador to potential entries from Europe. A special shipping deal had been organised for the event. MB observed that, in relative terms, for a European boat to travel to Vancouver was the equivalent of crossing two continents. He asked how many of those present were committed to attending the event in Vancouver, with a positive response coming only from CR besides MB himself.

*Post Meeting Note: TS has asked to point out that he flew to New York and Newport twice, in 2008 and 2009. He funded his own air fare costs, but his travel and accommodation in the United States were at the expense of his hosts.*

3.2.4 PS observed that for most people cost was the significant factor, and MB suggested that the cost of the return trip was USD 30,000. RM responded that his costings assumed that boats were shipped in a Hi-Cube container with masts sleeved and split for transport. He acknowledged that this would not be a solution for boats with wooden masts, and offered to fund one boat to travel as a Ro-Ro load carrying all the wooden masts.

3.2.5 RO summarised the issues as:

- Cost
- Time out of home waters
- The risk of damage to boats.

However he recognised that European owners had an obligation to support the event. AS observed that his experience of damage to Nancy made him uncomfortable about shipping an elderly wooden boat. MB noted that he had no adverse experiences (apart from a break-in to a storage box) during Lucie's extensive travels, shipped on a trailer as a Ro-Ro load. RM had experienced no problems shipping a number of boats in containers. He offered to share this experience by flying two of his team to Europe to advise on good practice.

3.2.6 In the context of the World Sailing (formerly ISAF) requirements to muster 20 boats for a world championship, TS asked how many boats were expected to compete. RM replied that Vancouver itself could muster five modern boats and two classics. He believed the event would easily attract 20 modern boats, and perhaps less easily 20 classics. TS advocated treating the event as a combined fleet, noting that modern boats could travel in containers. RM noted that he also had six boats for charter. XS advised that, from past records, the Newport event had attracted seven visiting modern boats out of a total of 11, and 9 visiting classics in a fleet of 24.

3.2.7 RO emphasised the importance of realistic figures, and MB suggested that RM needed to put together a business case with a projection of costs for the regatta. He wished to see, in time for the AGM at Brunnen:

- Details of shipping costs, a timetable for shipping, and a checklist of considerations to be addressed when loading
- A list of the boats committed to attend
- An outreach programme to attract entries.

RM

3.2.8 RM noted that the Pacific North-West fleet was planning to host a Queen Christina Nations Cup following a revised format which had been agreed by Kimo Mackey, the event's founder. He hoped this would awaken additional interest in Vancouver as a venue for competition. He tabled a Notice of Race for the event. XS observed that it was very easy for ISMA to distribute such notices to all of ISMA's paid-up members if they were prepared as an electronic document, preferably in 'pdf' format.

3.2.9 The meeting noted that a boat travelling to Vancouver would be away from its home fleet for nearly all the season, and it was important to consider the effect of this on other boats in national fleets which, for whatever reason, did not travel. RM asked if this problem could be alleviated if the event was held later in the season – for example if it was re-scheduled to the second half of September. This would allow European boats to sail with their home fleets up to the end of July. He offered to move the event to the period 16 – 30 September, with racing taking place between 20 – 27 September. In response to a question whether this proposal was conditional on the Royal Vancouver YC, as the Organising Authority, accepting the revised dates, he assured the meeting that these dates

were deliverable and stated he was sufficiently confident not to need to consult the club.

*Post Meeting Note: RM has asked to point out that in subsequent informal discussions during a break in the meeting he clarified his position to say that “he was confident not to need to consult the club before discussing the option to move the Worlds to September 2017.”*

- 3.2.10 Those present at the meeting agreed that they would not object to a change of dates if it could be delivered, and such a change would alleviate some of their concerns.

### **3.3 Venue for European Championships 2018**

- 3.3.1 XS summarised the history. Sweden had been in the calendar as the venue for 2018 since being approved at the AGM in 2014, though at that time the event was expected to be at Nynäshamn. At the meeting in Munich in March 2015, Johan Larson had advised that the Swedish fleet could not guarantee to deliver an event. However XS had recently been copied correspondence between Tapio Lehtinen in Finland and Patrik Salén in Sweden. Patrik Salén is the Chairman of the Race Committee (inshore) at KSSS, and cousin of the Commodore, Staffan Salén. The gist of the correspondence was that KSSS are ready and willing to run an event at Sandhamn, where the 1995 championships were held.
- 3.3.2 In the ensuing discussion CT observed that it would appear Johan Larson was not aware of the KSSS proposal, and ML was very supportive of the idea that KSSS should run the event. AP asked how many boats from Finland would attend such an event. IHO assumed that probably at least 10 boats from Finland would attend. RO observed that, if visiting boats were to winter in Sweden or Finland, it would be best if the World Championships in Finland in 2019 were as early as possible in the season. This would allow the visiting boats to return home to spend as much time as possible supporting their home fleets.
- 3.3.3 MB observed that he wished to resolve the venue as soon as possible to avoid prolonged discussion and uncertainty about where the 2018 championships would be held. XS was tasked to respond to KSSS, giving the club details of ISMA's European Championship Rules and the latest draft of ISMA's checklist for potential regatta venues
- 3.3.4 It was noted that venues for both the European Championships in 2020 and the World Championships in 2021 were as yet undecided, though both BISMA and the Seawanhaka Corinthian Yacht Club had expressed interest in hosting events

XS

*The meeting then reverted to order of the planned agenda.*

### **1.3 Minutes – Review and Approval of the Minutes of the 2015 Winter Meeting**

1.3.1 On a proposal by RM, seconded by RL, the Minutes were adopted.

### **1.4 Secretary's Report**

1.4.1 The Secretary summarised the activity during the previous year. He reported that he had successfully completed the changes to the Class Rule that he had been mandated to pursue at the 2015 AGM, and the changes had been published on the website of World Sailing (the new title for ISAF). He had also completed negotiations with the East India Club Yacht Squadron, as a result of which a Deed of Gift had been signed, which made the Merula Trophy available to be awarded to the highest placed yacht built to the First Rule at the World and European championships.

### **1.5 Vice Presidents' Individual Reports**

#### **1.5.1 Financial Report**

1.5.1.1 XS on behalf of IHO tabled copies of the accounts for the end of 2015, and a copy of the accounts for the year to date. He observed that ISMA is still spending more than it is receiving from membership fees and the sale of sail labels, and at the current rate the reserves are sufficient for just three more years.

1.5.1.2 The ensuing discussion considered whether it would be appropriate to raise the membership fee, but it was noted that this would require a very big, and probably unacceptable, increase. It was noted that the subject of sponsorship and/or patronage would be raised later in the meeting

1.5.1.3 On a proposal by RL, seconded by PS, the Financial Report was accepted

#### **1.5.2 Vice President (Racing)**

1.5.2.1 PS reported that considerable progress had been made in developing a set of draft Regatta Requirements. There had also been good progress in establishing a standardised Notice of Race and Sailing Instructions – it was helpful that Organising Authorities were using the recommended format from the Racing Rules of Sailing. He noted there was still a need to discuss and resolve the issue of venues for the championships in 2020 and 2021, which was the subject of a separate agenda item.

1.5.2.2 PS was pleased to see there was a prospect of a revived Queen Christina Nations Cup, which did much to encourage relationships between fleets and helped spread interest in the class. He noted the increased activity in a number of countries where the first steps were being taken to establish new fleets. In particular the build-up of Six Metre activity in Spain might in due course lead to

new regatta venues and perhaps sites for European and World Championships.

### 1.5.3 Vice-President (Marketing)

1.5.3.1 TK reported that there were mixed messages. He felt we have not moved forward as much as he would have hoped

1.5.3.2 The web page had made a good start, but needed much more input from national fleets. The report from Finland was a model for other fleets to follow. Hiring Fiona Brown to handle publicity had been a successful step, and had done much to raise the visibility of the class. TK had been very impressed with the enthusiasm which surrounded the San Francisco regatta.

1.5.3.3 Against the good news, TK highlighted the lack of funds for marketing. Without additional income from sponsorship or patronage, there was a need to consider priorities.

### 1.5.4 Vice-President (Classics)

1.5.4.1 TS has already submitted a written report. He highlighted the fact that the Classics Committee had done little in the previous year acting as a committee, and if anything there was now a need for an initiative to encourage more modern boats to sail. Individual members of the Classics Committee had been active in supporting research into the history of individual boats, but this was not really an activity which required the attention of a committee

1.5.5 On a proposal by RM, seconded by RR, the Reports of the Vice-Presidents were accepted

## 2 **Review of Executive Secretary's Position**

*XS left the meeting while discussions took place.*

2.1 MB summarised the outcome of the discussions, that the executive secretary was asked to remain in post, with an increase of £150 per month in his contract fee in recognition of the extra work he was expected to undertake. XS thanked the meeting for its expression of confidence and indicated he was happy to continue on those revised terms.

## 3 **Review of ISMA Regattas**

3.1 Standardised NoRs and SIs – covered under item 1.5.2.1

*Items 3.2 and 3.3 were covered earlier in the meeting.*

### 3.4 2021 World Championships

3.4.1 It was noted that there were potential bids from both BISMA and the

Seawanhaka Corinthian Yacht Club.

3.4.2 On BISMA's behalf, RO noted that different venues are still being explored. The list included Cowes, but the experience of 2007 indicated this was an expensive option. Other candidates are Weymouth, which has good sailing facilities but limited social attractions. Further West, both Falmouth and Torquay could be explored.

3.4.3 RL suggested that both bidders should be invited to prepare a formal case for submission to the next AGM, using the draft championship requirements as a guide.

### 3.5 Royal Danish Yacht Club 150 years Anniversary

3.5.1 It was noted that Douglas Reincke had been successful in lobbying KDY to provide a start for the International Six Metre Class, though it was uncertain how many boats would attend. It was noted that most of the boats in Denmark were in the hands of one owner, and their participation was dependent on his involvement. It was suggested that Oliver Berking might be influential in getting the boats on the water, since most if not all were accommodated in his yard.

## 4 **Class Status and Recent Developments**

4.1.1 The introduction of a trophy for First Rule boats had already been noted. The meeting welcomed the news of emergent fleets in Thailand and Spain. In Norway, a small group of enthusiasts were trying to get Six Metres sailing together, though it was accepted they are still some way from serious competition. The success of the event in San Francisco had done much to promote the class in the USA, with good publicity widely disseminated.

4.1.2 XS noted that he had signs of further interest from the Netherlands, where the new owner of Mandragore had been in touch. There was also news from Hungary, where Hungaria is about to begin restoration and the owner's representative had already approached ISMA for technical advice. Perhaps more significantly, the owner had already joined ISMA by paying an Associate subscription – the first subscription payment for 2016.

4.2 The meeting discussed the need for ISMA to recognise the emergent fleets. XS explained that the existing constitution only recognises a fleet as the source of a block subscription paid on behalf of its members, though individual subscriptions are also accepted. CR emphasised the value of contacts with existing Six Metre owners, and RM suggested ISMA should recognise fleets by their geographical location rather than as national fleets. MB noted the growing interest in the Class, and stated there was a need to incorporate emergent fleets. RR suggested that this might be helped by inviting their members to sail with the existing fleets

*The first session ended at approximately 1730.*

*The second session opened at 0930 on Thursday, 10 March 2016*

## **5 Web Page**

- 5.1 TK presented Thilo Durach's apologies. The web page had been running for one year, and it has become clear that Thilo's time is a potential bottleneck. This would be alleviated if there was more support from the individual fleets in providing news and input to the site. It would also be helpful if there was more input from the modern boats, and more detailed input from Vancouver.
- 5.2 In developing the site, it would be helpful if there was a measurement system to analyse the visits to each individual page.

## **6 Overall Strategy and Priorities**

- 6.1 Discussion turned to the issue of attracting younger members, though it was agreed that, in this context, 'younger' meant an age range of 35 – 50. Personal invitation was suggested as being most effective. Owners in general reported no difficulty in attracting young crew – the problem was in attracting potential new owners. One of the most valuable influencing factors at ISMA's disposal was to be seen sailing, and to offer the opportunity to sail to those who might be future owners.
- 6.2 At this point MB tabled a short paper proposing the establishment of a financial entity in the USA which could receive tax-efficient funds from US taxpayers. Such a body would be separate from ISMA, though with ISMA members on its Board. ISMA would then be able to apply to the body for grants. Setting the objectives of such a body would need careful wording to ensure they were compatible with the objectives of ISMA. The meeting agreed that from ISMA's point of view there would be no harm if MB proceeded to investigate establishing such a body.
- 6.3 The meeting discussed other potential funding sources, specifically seeking a sponsor, or charging a regatta fee. XS recalled that the regatta fee idea had been proposed before, but rejected on the grounds that it would not act as an encouragement to attend events.
- 6.4 Ideally ISMA would find a sponsor with a multi-year commitment. It might be necessary to fund an outreach programme, and there was a need to identify companies with an existing sponsorship programme. In support ISMA would need to develop a sponsorship package, and must take note of the timescale within which potential sponsors would make a decision. It was also preferable if the sponsorship acted across all the national fleets – for instance to include a national championship in North America
- 6.5 On a proposal by ML and seconded by TS the meeting agreed that ISMA should take steps to acquire a multi-year sponsorship, which would include coverage of the World and European championships.



- 6.6 TK agreed to head up the campaign to acquire a sponsor, but he emphasised that it would need the support of the president in particular to sell it.
- 6.7 The meeting continued to discuss other potential sources of finance:
- Raising class dues – it was agreed this would involve too much pain for too little gain.
  - Selling calendars – it was debatable whether this would actually raise funds. DE pointed out that most of the calendars sold by the established marine photographers were sold at around cost, being treated more as a form of advertisement than as a source of profit. XS also pointed out that selling calendars, or anything else, outside the membership would jeopardise ISMA's status as a non-trading not-for-profit body, and would have significant tax implications.
  - Patronage – what rewards could be offered to patrons (such as priority berthing at regattas), and could this be done without looking as if they were buying privileges?

## **7 Communication Strategy**

- 7.1 DE noted that the Six Metre entries in Wikipedia concentrated mainly on a list of past Olympic results. XS agreed that the entry could do with revision and correction, and he will try to devote some attention to this.
- 7.2 TK noted that, when the decision had been taken to stop publishing a hard copy newsletter, there had been a proposal to publish a class booklet every two years. He would like to see one ready to go on sale at Brunnen. Such a booklet would include pictures, articles and 'portraits' of class personalities. He believed such a publication would serve as a memento or souvenir for members of ISMA, as well as being good advertising for the class. But the key questions were:
- Who would take the project on?
  - Would anyone sponsor it?
- 7.3 TK said he would be prepared to take on such a project, but only if he was supported by a team of sub-editors from the national fleets. But the meeting recognised that ISMA alone could not provide the financial resources for such a venture.
- 7.4 Without such a booklet, it was agreed there was a need to maintain the website as the official authoritative voice of the class. But it was suggested the class must also recognise the new social media. Although ISMA already had a Facebook page, CR advised that a presence on Instagram would be valuable. There was some concern that there was not sufficient expertise within ISMA, but both CR and VA were convinced it would be a simple exercise, and VA offered to set up an Instagram account on behalf of ISMA. Her offer was gratefully accepted.

*The second session ended at 1230*

*The third session opened at 1415 on Thursday, 10 March 2016*

## **8 Race Management Proposals**

### **8.1 Lessons learnt from La Trinité**

8.1.1 PS observed that the experience of La Trinité had for the most part already been incorporated in the development of NoRs and SIs and in setting the criteria for prospective venues. XS acknowledged that there were some points of detail which he would carry forward to Brunnen and future events, such as the need to:

- have a clearly understood programme for hauling out boats, and to ensure the system was not abused.
- clarify early in the event exactly which boats were eligible for each trophy.
- ensure that ISMA's publicity flags were recovered at the end of the event.

## **9 Other Class Issues**

### **9.1 Future of the Technical Committee**

9.1.1 It was explained that it had proved difficult to achieve the involvement of all the members of the Technical Committee when their opinion was sought on issues of technical interest. This made the Committee an inefficient body when technical matters needed to be resolved. MB proposed that the function of the committee could be vested in a new post to be designated Vice-President (Technical), supported by a working ex-officio committee of the President and the Executive Secretary. The committee would be empowered to seek advice wherever it saw fit, from members of the existing technical committee or elsewhere. Such a change would require a submission to, and the approval of, an Annual General Meeting.

### **9.2 Finnish Proposal to reduce mainsail cross-widths for Classics.**

9.2.1 XS explained that this item had arisen from a proposal from the Finnish fleet which had been put forward for discussion too late for the last AGM and which had been referred to the Technical Committee.

9.2.2 The proposal had its roots in the fact that the current cross-width limitations are not a problem on a modern rig, with sails cut to match the mast bend. But a sail which exploits the limitation to its maximum, but sets the sail on a relatively straight mast, will end up with a large roach. This is not good for sail life, and can lead to the boat being over-canvassed in heavy airs.

9.2.3 IHO advised the meeting that the existing limitations were indeed too generous for many classic rigs, the sails did not last, and there was a problem with the roach fouling the backstay. However it was pointed out that there is no requirement to cut a sail to the maximum, and owners are free to specify a sail

with less roach. Alternatively there is nothing in the Class Rule which prevents a boat reducing sail by reefing.

9.2.4 In the ensuing discussion, there was concern that such a change applied to classics only would split the class – it would contravene the existing principal that all boats, of whatever age, are rated to the same current rule. If a rule change were introduced, it could not be ‘grandfathered’ so it could only be introduced with considerable advance warning.

9.2.5 It was agreed that it was most important that such a change was only made after everyone had a chance of properly informed debate. On a proposal by PS, seconded by IHO, it was agreed that the Executive Secretary would co-ordinate the preparation of a discussion paper to be circulated to all members

XS

### 9.3 Certificate Re-validation

9.3.1 XS introduced the topic by reminding the meeting that the re-validation period had been extended from two years to four because the shorter time was considered too onerous. However, members had continued to report problems with re-validation, particularly if it involved a measurer travelling a long distance, and it was acknowledged that some countries in particular had limited access to a measurer. Although it had been proposed that re-validation might take place as part of event measurement, there was no guarantee that this was deliverable. Weighing a lot of boats would disrupt the launching schedule, and suitable water for a flotation test could not be guaranteed.

9.3.2 However it was recognised that event measurement checks should be sufficient, when taken in conjunction with an owner’s statement that the boats complied with its certificate (and noting his duty under RRS to ensure this was so) to make periodic re-validation unnecessary. But when the ownership of a boat changed, then the ‘audit trail’ of an owner’s statement of compliance is broken, and RR reported he had problems for just this reason. It was therefore suggested that the Rule should be changed to require re-validation on change of ownership.

9.3.3 XS reported that there was an associated problem with the certification process because the current Rule required the involvement of the Member National Authority (MNA) to issue the certificate based on the measurer’s findings. It had become clear that there were a number of MNAs with neither the technical capacity and understanding nor the willingness to get involved in the process. It was therefore suggested that ISMA should follow the lead of other classes and itself become a certifying authority.

9.3.4 On a proposal by RR, seconded by TS, it was agreed the Executive Secretary should take the necessary steps to submit a change to the Class Rule for consideration at the AGM and, if agreed, process the change through World Sailing.

XS

## **10 Decision Points for AGM**

### **10.1 Nominations for Officers**

- 10.1.1 TS proposed that the time had come to wind up the Classic Committee. He believed the functions of supporting boat owners could be achieved by the two existing posts of VP(Classics) and VP(Moderns).
- 10.1.2 On a proposal by TS, seconded by IHO, the meeting agreed to wind up the Classic Committee. Such a move will require a constitutional change and is thus subject to the endorsement of an AGM.
- 10.1.3 TS advised the meeting of his wish to retire from the post of VP(Classics), and he would not stand for re-election. He proposed that David Elliott would make an ideal successor. Though the meeting supported this view, it recognised that any such appointment would be made as the result of a vote at the next AGM. TS also noted the valuable help and support he continued to receive from Matt Cockburn on matters connected with the history of the class, and he hoped that his involvement would continue and be recognised.
- 10.1.4 In considering nominations for the next AGM, MB stated he thought that some continuity planning would be useful. To this end, he indicated he would be willing to stand as President for one further two-year term. However he believed it would be valuable to identify a successor early.
- 10.1.5 On a proposal by CT, seconded by Ismo IHO, the meeting agreed that the existing officers (except for TS who had made his intentions known) should stand for a further two year term.
- 10.1.6 On a further proposal by ML, seconded by RL, the meeting agreed it would be beneficial to nominate an incoming president two years in advance. Since there is no current constitutional provision for this, the decision is subject to the change being agreed at the next AGM

### **10.2 Any Other Business**

- 10.2.1 In considering the venues for future regattas, PS suggested that the class should base its planning on a seven year cycle, noting that BISMA had expressed interest in the 2020 Europeans, and Seawanhaka for the 2021 Worlds. However he noted that the emergent Spanish fleet may become an additional factor to be considered in the longer term.
- 10.2.2 TK asked about contacts with the other Metre classes. There were no significant interactions to report
- 10.2.3 Noting that RM had been asked to respond to a number of points raised in the discussions the previous day (Item 3.2) and the need for a response in a short timescale before the final minutes were available, XS was tasked to draft a letter

summarising the points to which RM had been asked to respond.

XS

10.3 On a proposal by RL, seconded by RR, the meeting was adjourned at 1650.

*In a short personal address after the meeting, TS thanked all those with whom he had been involved during his time in the Class for their help and support.*

Tim Russell  
Executive Secretary  
ISMA  
22 March 2016