

FinSMA proposals for ISMA AGM 2011

Define ISMA function and duties

- What is the main purpose and future goals of ISMA?
- What are the key resources needed to reach fulfil the above?
- How do we best serve both the modern and classic fleet? Is one more important than the other? Why?

Class Rules

- We need to go through the existing rules carefully and decide what is out of date and what rules are really essential for keeping the class on right track.
- For example: renewal of measurement certificate every 2 years seems unnecessary and something no one really does... only needed when structural changes, new rigs etc and possibly when changing owners and every 5 or 10 years?
- GPS – times have changed and equipment prices have come down – if someone wants to play with these kind of toys, why should we have restrictions – it is only very hard to control these days as GPS appliances are everywhere. We can also motivate it through improved safety of the yachts, thinking about the foreign fleet in Helsinki archipelago for example...
- Classics – why do we need such a forgiving floating margin if at the same time we want to increase quality through valid measurements in the fleet? One step forward and two back...?
- Replicas – more control and copying some of the existing and functioning mechanisms, for example Eight Metre Class. ISMA has to be the authority, and owners or customers for replica builds must cover all related costs caused by regular checks and viewings of the new build. Without ISMA approval, replicas should not be eligible to compete in the classic fleet.

ISMA Communications

- We suggest that we stop publishing/ mailing the very expensive Bulletin and replace it with quarterly e-newsletters and a new website plus social media forums (Twitter/Facebook).

- We need better communication between ISMA and national class associations.
- We need an active and open forum for members, owners and sailors to air their views and ideas in the open – website/FB.
- ISMA internal communications must be modernised so that regular meetings and workshops can be run outside of the once a year AGM's – it seems that very little gets done, discussed and decided during the year between the AGM's held at the championships.

Racing activities

- We need to review the concept of trying to move our fleet from country to country and continent to continent to participate in the international championships. Should we consider Six Metre Centres in some of the most popular/active locations and move our yachts permanently or periodically to those locations? This is not unheard of when it comes to other type of leisure boats and activities – it is way more convenient and economical to move the people only rather than tens of yachts weighing 4tons+...
- Further develop the Queen Christina Nations Cup concept... and encourage the thinking described above!
- FinSMA would like to further develop the Sinebrychoff Cup into an international challenge between yacht clubs. We could consider making 2-3 yachts available every year for foreign clubs to challenge the Finnish clubs?
- In our Spring Meeting an individual comment was made on the alternative penalties in World Cup / Europeans. Antti Kaarto of Elinore (FIN-35) was of the opinion that a 360 turn is too light a penalty for braking rules in boat to boat situations. On the other hand we can argue that if penalties are too costly, then even more boats will be trying to slip taking them and making “friendly agreements” between two boats...?

Economy

- With improved communications and own media platform we should be able to attract class sponsors to secure healthy financial situation of the class. The intended actions documented in an ISMA AGM memo from 2005 have never materialised and this area needs to be activated.
- We must discuss what ISMA needs funds for and thereafter readjust various fees and payments.

- At the moment(2009) we are spending 2/3 of our incoming funds onto the twice-a-year bulletin, which with all respect and sympathy towards a printed class bulletin is not of the quality and contents of today.
- Instead we could agree that ISMA automatically agrees on financial support of our international championships, when accepting a bid. This amount could be 5000 or 10.000 euros per event to make it easier for clubs and class associations to run the show in various venues.
- Once we have decided what we need ISMA funds for, we should trim the fees accordingly. It should not be the function and role of ISMA to collect tax natured fees without having a clear strategy and agreement on how to spend it. Sail labels, for example, seem very expensive in comparison to many other classes and ISMA membership fee is hard to motivate to the owners that sail in strong national fleets like Finland without feeling the need or having the resources of taking part in international acitivities.

Gold Cup

- We suggest that the next ISMA board sets up a project team to prepare a bid for getting the Gold Cup back to Six Metre Class. This could be either the way to crown the growth and popularity of the Classic Sixes or a possibility to give new life to the modern division?

Finnish representative in ISMA board

- We are delighted to nominate Mr Ismo Hentula as FinSMA representative in the next ISMA board. Ideally we would like to see Ismo in the role of Classic division chairman. [Ismo](#) is one of the owners of "Joy", FIN-36, and he is a partner and chairman of the board of the Finnish law firm Procope & Hornborg

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On behalf of the FinSMA board 2011,

Eero Lehtinen, chairman

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