



International Six Metre Association (ISMA)  
**Minutes of the 41st Annual General Meeting**  
held on 2013, 6<sup>th</sup> August,  
at Flensburger Segel-Club (FSC)

**1. Welcome**

President Beat Furrer welcomed all participants. He reminded the meeting that the Agenda of this AGM has been published on ISMA's website in due time. and he would now follow the Agenda.

**2. In Memoriam**

The President asked for a minute of silence in memoriam of those who passed away last year and this year, mentioned their names, and stressed their contribution, passion and achievements for our Class :

Peter Norlin 1941-2012

Designer and 6 Metre sailor

Britton Chance 1940-2012

Designer of non winged keel sixes mostly

Magnus Olsson 1949-2013

6 Metre World champion with Pelle Petterson  
in Seattle

**3. Apologies for Absence**

The President reported that Matt Cockburn, Peter Hofmann, Eero Lehtinen, Thomas Lundqvist, Hans Oen, Henrik Andersin and Tim Street had sent their apologies for absence.

#### 4. Minutes of Previous Meeting

Stefan O'Reilly-Hyland, Honorary Secretary, reported that no comments had been received with respect to the 2012 AGM Minutes, published in the autumn of 2012 on ISMA's website.

The minutes of the previous AGM are therefore regarded as approved and will be signed by the President.

#### 5. Number of votes per national association based on 2012 dues paid

The voting numbers resulting from paid memberships in 2012 were prepared by Tim Russell, the Honorary Treasurer of the Class. They give voting figures as follows :

<b>Fleet</b>	<b>Boats</b>	<b>Represented by</b>	
Denmark	1		
Finland	30	Ismo Hentula	
France	6	Stefan O'Reilly-Hyland	
Germany	7	Björn Storsberg	
Great Britain	15	Robin Richardson	
New Zealand	1		
North America	18	Matt Brooks	
Sweden	10	Claes Henningson	
Switzerland	14	Beat Furrer	
<b>Total</b>	<b>102</b>		

**These are the 102 voting rights for the AGM 2013 in Germany.**

It was confirmed that Matt Brooks was representing the North American Association.

## 6. 2012 Accounts/2013 ISMA Dues

Tim Russell first reminded the audience that he had been acting as Honorary Treasurer of ISMA for quite a long period of time and pointed out that he thought it appropriate to have a new treasurer; he offered to complete the 2013 accounts in order to ease the task of his successor.

He circulated an updated version of the accounts and then presented the accounts (see Attachment I) stating that there was no particular comment to be made except that he had as usual paid attention to exchange rates and made sure that each National Association did provide the names of those having paid up ISMA's fee. He reminded the meeting that National Associations should also provide the treasurer with details of each member in order for ISMA to keep an updated list of their details (address, e-mail....) and be able to send the bulletin or any communication to the right address. He observed that the number of sail labels paid was typically higher in any WC year.

It was also suggested that the same bank accounts should be kept in the future by his successor, and he agreed to investigate with the bank whether this would be possible.

## 7. President's Report

The President expressed special thanks to Oliver Berking, the sponsors, and the FSC for such good organization and all the work they had done to make this World Cup edition memorable.

The president also thanked :

- Matt Brooks for the reconstruction of the KSSS Trophy, and for having prepared a «Custodial Acknowledgement» to be signed
- all attendees participating to the AGM,
- Thilo Durach for Classic Newsletter N° 15 which everyone can see on ISMA's website,
- Don Wood for his generous offer of a Trophy for the Moderns non-winged keel boats.

## 8. ISMA Board / Reminder

The President first reminded attendees of the Board members names and titles as mentioned hereafter :

### 2012–2014 ISMA Board

President	Beat Furrer (SUI)
Hon. Secretary	Stefan O'Reilly-Hyland (FRA)
Hon. Treasurer	Tim Russell (GBR) <u>until end of 2013</u>
Vice-President (US)	Hans Oen (USA)
Vice-President (N-EU)	Ismo Hentula (FIN)
Vice-President (S-EU)	Dr. Thomas Kuhmann (GER)

### Nominating Committee

Chairman	Henrik Andersin (FIN)
	Toby Rodes (USA)

### Race Officer

Paul Smith (GBR)

### Technical Committee

Chairman	David Pedrick (USA)
	Ian Howlett (GBR)
	Greg Stewart (USA)
	Guy-Roland Perrin (SUI)
	David Chivers (GBR)

### Technical Committee Secretary and Rules

Tim Russell (GBR)

### Classics Committee

Chairman	Tim Street (GBR) replacing Oliver Berking
	Matt Cockburn (USA)
	Johan Larsson (SWE)
	Chris Museler (USA)

### Classic Newsletter

Thilo Durach (GER)

The President then mentioned the **Proposals from the Nominating Committee to be voted upon** :

- **Honorary Treasurer 2014–2015** : Matt Brooks (US)
- **Classic Committee**  
Confirmation of Chairman 2013–2015 : Tim Street (UK)
- **Nominating Committee** : Dr Thomas Kuhmann (Germany)

All the above proposals were unanimously approved at the meeting and the three above officers are therefore elected.

All the details of the board members will be published on the ISMA site [www.6metre.ch](http://www.6metre.ch)

## 9. Technical Committee annual report

With respect to the two following issues, firstly the 50mm **flotation allowance** for Classic Sixes, and secondly "Gentleman's agreement" policy for **replicas**, the President stated that it may have appeared somewhat unusual to publish in the Agenda comments on both topics. He added, however, that in this particular case, it appeared useful to do so in order to remind people of past decisions and avoid keeping open for ever issues for which decisions have already been taken. He also thanked Tim Street for having prepared and send these comments.

The two above mentioned issues are consequently regarded as having been settled in the way indicated in Tim Street's comments. If there were any further questions regarding these two points, they should be referred to the Technical Committee.

David Pedrick, as Chairman of the Technical Committee, reported that nothing had to be voted on. He nevertheless circulated a memorandum to all participants dealing with different topics. He apologised that he unfortunately did not have time to publish the

memorandum earlier and said he would in the future set an agenda of priorities to be given to the issues listed in the memorandum. It was decided that this memorandum will be made available on ISMA's website.

Interestingly, the last page of this memo presents a report of the measurements done in Flensburg for the 2013 6 Metre World Cup. David Pedrick indicated he would develop a paper that would help to guide owners of Six Metres in checking their boats measurements. Ian Howlett kindly offered to provide ISMA with a paper published some years ago to help owners to check flotation, that could also be published on the website.

#### **10. Classic Committee annual report**

The President mentioned that Tim Street's report would be available on the website of ISMA.

#### **11. Classic Six Metre Newsletter**

Thilo Durach has published his first Newsletter. He told the assembly he will be happy to continue doing it and suggested that he would like to get from owners or other sources the story of each boat; he believes that this would enable him or ISMA to provide organizers of future Six Metre events with interesting details on boats participating.

#### **12. Questions to be voted upon**

##### **A) Championships**

Rapporteur : National Presidents

**Europeans 2014** – Falmouth, UK

Decided 2011

Robin Richardson made a short presentation and circulated a flyer to all attendees giving details, dates, contacts and address of the Organizing Authority, the Royal Cornwall Yacht Club. A website was already set up : [www.6meuropeans14.com](http://www.6meuropeans14.com)

Dates : 16 – 20 July 2014 / 6 Metre British Open Championship

21 – 26 July 2014 / 6 Metre European Championship

Falmouth, being a holiday town, offers plenty of accommodation, but early booking is recommended.

**Worlds 2015** - La Trinité, France Decided 2010

Stefan O'Reilly-Hyland confirmed that La Trinité-sur-Mer will be the venue and explained the reasons for this choice: sheltered sailing area, experienced Yacht Club (will organize the 8 Metre 2015 World Cup and did the 6 Metre Europeans in 2008), good logistics available, easy access.

Dates : 29 May - 5 June 2015 (to be confirmed).

Early dates have been retained as per the request made in Helsinki by North American owners and in order to allow Scandinavian crews to spend mid-summer at home.

**Europeans 2016** - Brunnen, Suisse Decided 2011

**Worlds 2017** - North America Decided 2011

Further to the Royal Vancouver Yacht Club offer to organize the WC, Steve Kinsey made a presentation and circulated paper copies to all attendees. He pointed out that this proposal was submitted on behalf of the Seattle and Vancouver fleets ( 20 boats ), that some boats will be made available for charter and that the dates would be :

Dates : 28 July - 4 August 2017

**Decision : the Vancouver was been accepted**

It was then agreed that Paul Smith, as ISMA's race officer, and the Canadians would together discuss the transportation issue and report to ISMA and National Associations.

## Europeans 2018

There was an informal proposal from Finland to organize both 2018 and 2019 championships. President Beat Furrer reminded all attendees that the policy agreed and followed up by ISMA was never to hold a championship in the same country two years in a row. This Finnish unofficial bid for 2018 is therefore not acceptable.

Other proposals for 2018 will be welcomed in order to be decided upon at 2014 AGM.

## Worlds 2019

bid from Finland & Hangö Segel Förening (HSF)

**Decision : accepted**

### B) ISMA Bulletin

The President recalled that this issue is still open as **no proposal has been submitted so far along the lines that had been set at Helsinki AGM in 2011**. He then asked whether there was any suggestion or proposal.

A general discussion took place, speakers suggesting different approaches ranging from a very sophisticated marketing magazine such as «Goose» published by Oliver Berking (who said he could not see a similar thing done by ISMA) to a much greater use of media or a mix of both; hiring a brand consultant to look at the value of the 6 Metre brand was also mentioned. Thomas Lundqvist had presented a further written proposal which Thomas Kuhmann relayed and it was suggested to publish it on the website

In essence, everyone agreed that work on a real communication strategy for the Class was a key point and was needed to promote it with a greater impact.

**Decision:** Meeting agreed to continue the principles established in Helsinki and to set up a committee upon the initiative of Thomas Kuhmann, which he agreed to lead with the assistance of Thilo Durach and Paul Smith.

In the first place, the said committee will prepare a questionnaire which it will forward to all national associations' members within the next two months or so.

The objective of the questionnaire would be to provide the committee with the basis to develop a future communication policy for the Class and present it to the next AGM in the form of a «recommended approach».

Meanwhile, President Beat Furrer has offered to continue the existing bulletin until a replacement scheme is in place.

### **C) Non-winged keel boats built between 1965 and 1978 inclusive**

the following proposals made by Peter Hofmann were presented by the President and voted upon

- Confirmation that non-winged sixes (1965 – 1978 inclusive) will continue to race in the modern division and therefore compete for the World Cup Trophy and Europeans with the other moderns,
- Award of special trophy to non-winged sixes at WC and Europeans

**Decision** Yes

Don Wood will offer the Trophy

### **D) European Championship Rules and WC deed of gift**

Presentation and explanations given by **Tim Russell** :

References to advertising in the World Cup Trophy Deed of Gift and Championship Rules for the Open European Championship are out of date and need to be amended.

**Proposals to reword above Deed of Gift (paragraph 11) and Rules for the Europeans ( paragraph 9) as follows :**

The Class is subject to the Advertising Code set out in ISAF Regulation 20. Competitor advertising is restricted to the following areas:

- 1) on spinnakers,
- 2) on the transom of the yacht,
- 3) on flags hoisted on the forestay when moored.

**Decision** : Yes

## **E) Proposal for the Lucie Bedford Warren Trophy**

This very generous proposal for a perpetual Trophy that will be awarded to the winning Rule 2 boat at each World Cup was gladly accepted.

The Deed of Gift of The Lucie Bedford Warren Trophy was circulated. It was suggested it should be published on the website of ISMA.

## **13. Queen Christina Nations Cup 2014**

No Information was given.

## **14. Application “fourth rule**

Thomas Kuhmann summarized the ideas he had submitted in the paper (see attachment II to the Agenda of the AGM).

He suggested that the Class has suffered from a lack of design development in recent years and believed there was scope for a more radical approach to create a new class rule (4th) to offer a new design, 5 crew keelboat 6 M class, innovative and targeted to embrace as well a younger generation.

He therefore proposed to set up a committee to work during the next year to define and present at Falmouth 2014 AGM what should be done and how ; the idea being that after this first phase, a design contest involving a number of architects would take place.

A number of different views were then expressed, in particular from :

- Matt Brooks who indicated he liked the proposal while making the two following observations, first that price point should be low, second that Andy Parker would like to get involved in the process,
- Paul Smith observed that the real question was more the ability to market the Class as it currently exists rather than appealing to a particular generation or developing new rule; he also underlined the advantage of the present rule that result in such close competition between boats,
- Ian Howlett thought it was a bit strange that the Association would invent a new class and outlined that the 12 M Class had to a large extent destroyed itself at one time by doing these sort of things. He

added that Moderns have not been developed significantly, and the Moderns participating to this WC are still «old» boats with rather primitive keels that had not had the benefit of any serious investment to better them... The whole thing sounds like «turkeys voting for Xmas»,

- David Pedrick somehow disagreed with that and said that what mattered was a vision of what the Class would be in this new century, adding that with respect to Moderns, none of them were really moderns and wondering what degree of change can meet the interest of owners and sailors; he also pointed out that there are things that could be done, significant to a more friendly use of the boats, but not revolutionary and leaving the question open of where can the Class evolve, and what are the boundaries of such an exercise,
- Tim Russell reminded all that past Moderns development was achieved without modifying the rules, went on making a distinction between evolution or revolution and said that this 4th Rule was a proposal for a class of a different nature. He then made a parallel with the 5.5 M and the approach taken in the past that resulted in the 5.5 M birth,
- a younger crew participating to the WC observed that we should highlight the different character of the Class compared with other boats and the special challenges and rewards of sailing Six Metres. the President noted that this new rule issue had already been raised in the past and that in his opinion the real point was the promotion of the Class. He mentioned that he had investigated the innovation matter with an architect he had commissioned and that after several years of discussion it ended up with a boat rather close to those existing.

In the end it was agreed that the issue of design or innovation was related to the question of how to attract new owners and younger generations.

The President thanked Thomas Kuhmann for having raised that issue that had already been tackled years ago.

Upon the suggestion of Thomas Kuhmann, it was agreed that the questionnaire should be extended; it was then suggested that the

Technical Committee be involved in preparing appropriate questions regarding this issue in particular, to be inserted in the questionnaire.

### **15. Jean-Pierre Odero Trophy**

Upon the proposal of the President which was unanimously approved, the Jean-Pierre Odero Trophy was awarded to Peter Norlin's Family and presented to his son Markus Norlin crewing on Notorious.

### **16. Future sailing events**

2013 – Yacht Club de Cannes / Régates Royales (Sept 21–28th)

The Yacht Club de Cannes had just advised ISMA that it had cancelled the 2013 regatta for the Metre Classes due to the lack of positive response from metre boats for this year.

2016 – 150th anniversary of the Royal Danish Yacht Club (KDY)

A representative of the KDY indicated that it was planned to have a 6 Metre event during its jubilee. Dates would be mid August – end of August in order to avoid a conflict of dates with Europeans in Brunnen.

The meeting started at 7:00 PM and concluded at 9:45 PM.

Stefan O'Reilly-Hyland  
Hon. Secretary  
....<sup>th</sup> August 2013

# Attachment I

## INTERNATIONAL SIX METRE ASSOCIATION

### Financial statement at 31 December 2012

All figures in Euro (€) except where stated otherwise

Sterling account converted at £1 = € 1.23

2011			2012
	<u>Income</u>		
9'270.00	ISMA Fees (Note 1)		8'370.00
110.00	ISMA Fees - late payment for previous year		160.00
80.00	ISMA Fees - advance payment for following year		0.00
<u>25'600.00</u>	Sail Labels (Note 2)		<u>3'400.00</u>
<u>35'060.00</u>	Total income for the year		<u>11'930.00</u>
	<u>Expenditure</u>		
249.12	ISAF Subscription 2012 (£218.40)	268.63	
22'515.20	ISMA News and website (CHF 24,300)	20'672.68	
59.06	Sail label expenses	0.00	
635.58	ISAF Conference expenses	0.00	
-1'049.73	Losses on currency exchange and bank transfers	-65.28	
144.68	Bank charges	<u>154.52</u>	
<u>22'553.92</u>	Total expenditure year to date		<u>21'030.55</u>
12'506.08	Surplus of income over expenditure		-9'100.55
42'278.84	Balance brought forward from previous year	40'900.47	
<u>78.02</u>	Exchange rate correction from last year end	<u>11.50</u>	
<u>42'356.86</u>	Corrected balance brought forward	40'911.97	<u>40'911.97</u>
<u>40'900.47</u>	Balance at bank		<u>31'811.42</u>
40'440.58	Euro account balance		29'469.19
<u>459.89</u>	Sterling account balance	£1'904.25	<u>2'342.23</u>
<u>40'900.47</u>			<u>31'811.42</u>
	<u>Note 1</u>		
114	Full	102	
5	Associate	7	
	<u>Note 2</u>		
256	Sail labels sold	34	

## Attachment II

### Application for a “fourth rule”

To the International 6 Metre Association (ISMA) to be presented at the AGM in Flensburg, August 6<sup>th</sup>, 2013

#### Background

After a little more than 100 years of existence, the 6 Metre Class today comprises roughly 300 Classics and 100 Moderns, totalling approximately 400 existing, sailable boats. With that we are a comparatively tiny, but still prestigious class, with strong, however varying image, reaching from “Mini 12s” to “America’s Cup test lab”, “beautiful ladies” to a “most vivid subdivision of the Metre Class”, etc.

From 1965, the Class has quite successfully innovated itself by starting the Modern rule, leading to an interim phase with what we call today the „Semi-Moderns“, and then the Moderns, mostly built during the 80ies until the early 90ies. By that, the Class has already once shown readiness to grow into the future. Since 1990, with the exception of Juliane Hempel’s Kontrapunkt and very few further exceptions, no 6 Metres have been built. The reasons may be that the building costs had become too expensive and/or that other classes have become more attractive, due to speed potential, lower annual costs, better transportability, etc.

One must not forget that in the meantime multihulls have got the image of being the more exciting, innovative toys on the water, and have thereby acquired the image that was attributed to the Metre Class decades ago.

Therefore, the general question is whether the Metre Class in general, and the 6 Metre Class in particular want to become a „museum-like historic class“ (and that applies, as Beat Furrer recently stated in his editorial in the ISMA Bulletin, meanwhile also to the Moderns), or to set vigorous steps into the future and create another, fourth generation, up-to-date design standard.

#### Proposal

It is proposed to have a committee set up at the AGM in Flensburg which should be called the “6 Metre Innovation Committee” and should be awarded the task to develop a detailed proposal for a new 6 Metre design standard. The Committee should work on this no longer than one year and come up with a concrete application for an AGM decision at the following AGM in 2014.

#### Reasoning

1. Sailing in general is not a growing, but a stable or even decreasing sport, taken by the number of active sailors worldwide and in particular in Europe. Therefore, to keep a class alive and have enough active members of one particular class like the 6 Metre is a major goal. This class has to be attractive to persuade enough sailors to sail in this class and not in another, and to “gain market share” from other classes, if possible.

The 6 Metre Class presently is not in the position to attract many more sailors.

2. The second issue of concern is the age-problem. If one cannot attract sailors in their younger years, it is a problem to attract them later. Further, the strongest sailors (physically, mentally) are typically found at a younger age, however with some experience. I would suspect that the average age in the 6 Metre Class, both for owners/drivers as also for crew is way above the average in the sailing sport. Therefore, the Class should actively seek to an attraction for younger sailors to join the Class. In this context, however, also the cost issue is relevant.
3. As stated above, the image of the classic 6 Metres is to be beautiful and to present masterpieces of great designers of the past. Further, it has the great feature of being of a construction class, allowing for so many optical and contractual details, that comparing boats on a race course provides in additional attraction compared to one-designs. The down-side of this is obviously the constant dispute on conformity with the rule, replicas etc.
4. The introduction of the Modern Class (after 1965) has shown that the co-existence of Classics and Moderns has created a positive "tension", allowing to compare two or even three generations of yacht-design to be present on the same race course. Everybody loves the moment when during a race the Moderns on the first downwind course with their spinnakers set meet the Classics beating upwind with tight sails. There is no reason not to believe that a "threesome" would not increase this positive tension even more.
5. The 6 Metre Class has a unique chance to set a new standard in the monohull world. With multihulls having become so aggressive and dangerous, leading to damage costing millions, even scarifying lives and "killing" the image of the America's Cup, there may be a unique chance for re-orientation to, however interestingly designed, "Fourth generation Moderns".

This offers the opportunity to come back to what the 6 Metre Class in particular was in the 80ies: A sailing lab for developments leading to the improvement of the 12 Metres and thereby the America's Cup. If well organised, 6 Metres could take the lead in monohull development, leading to a five-crew medium size boat class, allowing to sail on open coastal waters, however far from the size and the cost of maxis and mega-yachts.

6. By introducing a new generation of 6 Metres, the value of the true "Classics" and of the "Classic Moderns" arguably will not decrease, at least not from the already low level these used boats have today, especially the Moderns. By contrary, the Moderns would be led into a "Modern Classic" status, declaring them to be landmarks in the 6 Metre Class history of the last 30/40 years and possibly thereby make them more attractive.
7. In my view, no class can survive over time if it does not offer any innovation and thereby attract designers, sailors, sail makers etc. to focus on it. With the average age of owners/sailors in our Class ever increasing, it is only a matter of time when those sailors

promoting the Class today by their continuous participation in regattas, will stop sailing, I doubt that there will be enough successors to keep the number of boats in the races stable.

8. We all know that the Class at various points in history has gone through serious depression and almost collapsed. To avoid this, a timely effort to bring “a new spirit” into the Class seems to be the only defence against a slow death.
9. Finally, I see the opportunity to attract e. g. top-designers for an international design competition and to get boat builders/sail-makers to focus on a new 6 Metre design, allowing all of them to show their abilities to create something new and special.

### **Potential Future Design Criteria**

The specifics to be worked out by the proposed Committee could deal with defining in more detail the following criteria:

- Monohull
- 5 people crew
- Classic main sail, jib, genova configuration, however allowing for gennakers and/or foil-type-sails
- Moveable keel
- Carbon mast and spas
- Mechanical, no electrical winches and other equipment (trying to keep the costs down)
- Gliding- or semi-gliding -ability
- Able to sail very high on the wind, thereby maintaining one of the typical Metre Class features.
  
- Glass fibre or aluminium for the hull, no carbon (cost argument)
- Attractive, future-orientated visual design
- Decision on construction class or one-design
- Possibly defining alternative course design compared to today’s up and down courses.

### **Proposed procedure**

The newly established Committee should:

- Discuss design fundamentals and criteria and propose a new 6 Metre Rule
- Find an appropriate name for it (e. g. 6 Metre Innovation or “Fourth Rule”)
- Have the AGM consent to the proposal

- Organise an international design competition between five to eight top yacht-designers
- Evaluate the incoming contributions and come up with a proposal for adoption of the final Class Standard and the new Class Rules
- Find sponsors for building two or three initial boats to test them on the water
- Develop a “marketing strategy” to find more parties interested to build and own the new generation boats within today’s 6 Metres community and outside.

Dear fellow class members, I propose that you take a serious look at this proposal which is not entirely new, but who’s time, I suggest, has now come. It is very possible that I have overlooked a number of arguments and/or restrictions we would meet discussing this. Therefore, I am looking forward to discuss the topic at the AGM in Flensburg - even if controversial. The overall goal of this proposal is to keep our wonderful Class alive, develop it further and give it the attention in the sailing community and beyond which it deserves. If we can achieve this, we might also be able to solve some notorious budgeting problems by finding powerful sponsors.

I look forward to the debate.  
Kind regards, and have a beautiful sailing summer,

Dr. Thomas Kuhmann, VP Southern Europe