



## International Six Metre Association

### Spring Meeting – 8 and 9 April 2022

The meeting was held in the clubhouse of the Yacht Club de France.

#### Present

Louis Heckly	President	LH
Violeta Alvarez	Vice President (Racing)	VA
Patrick de Barros		PdB
Jean François (Jeff) Cutugno	President, Yacht Club de Cannes	JC
Peter Hofmann		PH
Steve Kibble		SH
Thomas Kuhmann		TK
Hol J Michael Larsson		ML
David Linger		DL
Rainer Müller		RM
Roger Narbonne		RN
Tom Owen	Vice President (Classics)	TO
Ossi Pajja	Vice President (Marketing)	OP
Andy Postle		AP
Tim Russell	Executive Secretary	XS
Mauricio Sánchez-Bella		MSB
Paul Smith		PS
Peter Wealick	Vice President (Open Division)	PW
Jenny Wittamore	Archivist ( <i>First session Saturday only</i> )	JW

#### Action

*The first session opened at 1330 on Friday, 8 April 2022*

#### 1 Welcome

1.1 Members had already received details of the social programme.

#### 1.2 President's introduction

1.2.1 LH noted that he was particularly pleased to be able to welcome members to the Yacht Club de France, and to the Salon Pierre-Paul Heckly which was named for his father.

1.2.2 Apologies were noted from Christian Teichmann (Treasurer), and from Michel Teweles, and Robin Richardson.

1.3 Matters from the Previous Meeting

- 1.3.1 XS noted that the minutes of the previous spring meeting held in New York had been discussed and accepted at the AGM held in Hanko. There were no outstanding actions from that meeting which were not covered in the agenda.

1.4 Vice Presidents' Individual Reports

- 1.4.1 It was noted that each Vice President would speak on their specialist areas at the appropriate moment in the agenda.
- 1.4.2 VA noted that the season had already started in Spain, and she anticipated that the World Championship would draw on the lessons learnt from the European championship the previous year. She expressed her thanks to PdB for a visit to the Clube Naval de Cascais, which she found very professional. She had not yet had the opportunity to visit Hyères, as the potential venue for the European championships in 2024. The planning for the World Championships in Cowes in 2023 had already started. VA noted that funding for this event would be a challenge without the backing of local government sponsors that other venues enjoyed.
- 1.4.3 VA noted that the Vice-Presidents and Treasurer had started a routine of monthly meetings online which were proving valuable. She anticipated a key topic for the meeting would be measurement, and the need to bring certificates to a common standard.
- 1.4.4 PW noted that he was relatively new to the class. One of his priorities would be to develop a communications strategy for the Open division.
- 1.4.5 OP observed that he would like to use the meeting to discuss webpage structure, and the domain name. He noted that there seemed to be considerable enthusiasm for re-introducing a hard copy journal. He suggested that the class should develop an Instagram presence, and he would like to make use of pictures and video clips from events. He also wished to develop some long-term sponsorship.

1.5 Executive Secretary's Report

- 1.5.1 XS drew attention to his written report which had already been circulated (copy attached to these minutes). He noted that he had recently had notice that another owner was to join the Swedish fleet, and he had very recent advice that a Norwegian owner was joining the class.

1.6 Plans to divide the North American Fleet

- 1.6.1 PW confirmed that plans were being developed, by mutual consent, to split the North American fleet into a Canadian and a United States fleet. The Canadian fleet would establish its own website, this avoiding any difficulty in

operating the Canadian fleet under the umbrella of the Puget Sound Six Meter Association (PSSMA). The Canadian website would have separate domains for the individual fleets, with plans to try to establish a fleet in Toronto.

1.6.2 Discussion moved to possible venues for an event in North America, with European members expressing a preference for the East Coast. PW noted that he was trying to build interest in Six Metres in Toronto, which had an established history with the Eight Metres. RM observed that shipping to Toronto was significantly easier than shipping to Vancouver and kinder to wooden boats, since it did not involve a Panama Canal transit with the risk of exposure to high temperatures.

1.6.3 PH confirmed that the United States members will reactivate a US Six Metre Association, but he noted that PSSMA controls the Deed of Gift for a number of trophies. He identified that there will be a need to integrate Matt Cockburn's North American website.

## 1.7 Update from Meetings of ISMA Officers

1.7.1 XS noted that notes of the meetings of ISMA Officers have been made available to members. It was agreed that the meetings were proving very useful. It was planned to extend the meeting attendance every quarter to include the fleet representatives.

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

*XS left the meeting while discussions took place.*

2.1 The meeting agreed that XS should continue in post. It was noted that there was a need to establish a succession plan to ensure continuity.

*XS re-joined the meeting.*

2.2 PH asked for a copy of the Executive Secretary's contract, and comments on the extent to which the task has increased. XS responded that the monthly meetings represented an increase in his commitment to support ISMA's officers, but to some extent they merely formalised existing interactions, and any increase is manageable.

## 3 **Treasurer's Report**

3.0.1 XS presented the Treasurer's report on behalf of Christian Teichmann. A copy of the report is attached.

3.0.2 XS summarised the report, noting that the accounts for 2021 left the Association in a healthy financial state. In presenting a budget for 2022 and 2023 he noted that 2022 was potentially more expensive than past years

assuming that he and Fiona Brown would attend both the World and European Championships. However, the budget for the year still showed a small surplus, and he expected that the budget for 2023 would be stronger because his travel expenses would be reduced.

3.0.3 The meeting noted the contents of the report.

#### **4 Review of ISMA Regattas**

##### **4.1 Feedback from Sanxenxo**

4.1.1 MSB acknowledged the flexibility of the Portuguese in allowing the programme to retain two championships in the same year, which was important for RCNS' relationship with the sponsors. LH noted the quality and generosity of the social arrangements, and looked forward to the World Championships. VA acknowledged the flexibility of both regatta organisers in responding to the challenges of Covid.

##### **2022 World Championships**

4.2.1 MSB reported that there were already 12-14 entries, and he expected 20 entries in each division. He emphasised that the organisers had learnt from the Europeans.

##### **2022 European Championships**

4.2.2.1 PdB advertised the programme of events planned to precede the European championships, noting that the Portugal Cup would be replaced by the King Juan Carlos trophy. He suggested that hotel reservations should be made early. In response to a question about storage for boats arriving early, he acknowledged that this was in the open and not covered.

4.2.2.2 JC reported that the Yacht Club de Cannes was planning a trophy for Six Metres in the Régates Royales, 19 – 24 September 2022. In response to a question from VA about the number of boats expected, he responded that the event had only just been announced. He confirmed that the Six Metres would race on a separate course.

##### **2023 World Championships**

4.2.3.1 The dates for the World Championship in Cowes were set to coincide with neap tides, from 1 – 9 September with the championship racing starting on 4 September.

4.2.3.2 VA reported that she had proposed making Mena available for the event as a boat which might be fitted out for a disabled crew. She recognised that this might require some measurement concession to make allowance for the additional weight of adaptations such as special seating.

### **4.3 Venues for 2024 - 2026**

#### **4.3.1 2024 - France**

4.3.1.1 A bid had already been received from Hyères. It was noted that there were as many as 35 classics in France, and the challenge would be to get them to compete.

4.3.1.2 PdB intervened to observe that he viewed Hyères as an unsuitable venue for 2024. While he acknowledged that it had all the facilities necessary to host events for a large number of dinghies or small keelboats, he did not feel it could provide accommodation or catering of a sufficient standard to meet the requirements of Six Metre owners. RM supported this view, and they both expressed a preference for Cannes as venue of choice. LH asked JC to prepare a bid from the Yacht Club de Cannes, with a view to submitting both venues to a formal vote at the next AGM.

#### **4.3.2 2025 – North America**

4.3.2.1 PW noted the development of a Canadian fleet, with plans to engage with the Royal Canadian Yacht Club using Toronto as a potential venue. In response to a question about shipping, RM noted that it was relatively simple to ship from Europe to Montreal, with only a short overland journey. TK asked if Vancouver was discounted, and OP asked if Toronto was an appropriate venue bearing in mind there is currently no local fleet there. RM saw potential in Toronto as a suitable venue.

4.3.2.2 PdB offered Cascais as a fall-back option for 2025.

#### **4.3.3 2026**

4.3.3.1 MSB suggested Sanxenxo would make an offer to host. Cannes was suggested as a possibility if it was not adopted in 2024. In response to a question, RM agreed to consider a Swiss venue, such as Geneva at a suitable time of year when winds were more reliable, or Brunnen with its reputation for predictable winds.

RM

#### **4.3.4 2027**

4.3.4.1 OP delivered a short presentation offering Helsinki as a venue. In response to questions, he said that the furthest courses were about one hour away from the regatta berthing. Some concern was expressed about wind strength. OP emphasised that it should be possible to get concessionary rates for shipping.

#### 4.3.5 Other Regatta Issues

- 4.3.5.1 PdB proposed that the class should define a maximum wind speed. There was some concern that the lack of any specific limit might put pressure on race officers. In a wide-ranging discussion, it was pointed out that, in setting a limit, sea conditions are also a factor. It was also noted that some minimum wind conditions should be defined. Both AP and PS proposed guidance as more realistic rather than set limits: at the upper end of the scale sea conditions were a factor, and when setting minimum wind speeds local tidal conditions could be very significant. VA supported the idea of limiting wind strengths to encourage diversity, suggesting that female crews would be more likely to join the class if strength was not a critical factor.
- 4.3.5.2 RM proposed that the class should have a veto over the composition of the International Jury. This would require an early dialogue with the Organising Authority. However, it was pointed out that the composition of an international Jury was already closely controlled by the Racing Rules of Sailing, and national authorities also had the discretion to require their approval. It might therefore be inappropriate to seek to intervene in the process
- 4.3.5.3 In a further discussion, the meeting debated whether the class should specify the conditions under which a course should be shortened. It was pointed out that race officers already had considerable discretion in such matters, and competitors had the option to seek redress if they considered that the actions of a race officer had prejudiced their results. XS noted that he had found race officers generally receptive to input from a class representative.

#### 4.4 Other Events in 2023

- 4.4.1 MSB advised that there were plans for a series in Sanxenxo starting in March. PdB reported that Cascais is considering a winter series; he was conscious of the need to store classics under cover.

#### 4.5 Trophies

- 4.5.1 PH circulated a picture of the Tim Street Perpetual Trophy which would be presented to the class in Sanxenxo.

*To facilitate the archivist' programme of research in the YCF library, the following item was taken out of sequence, as the first item on the morning of Saturday, 9 April.*

### 5 **Archive Project Update**

- 5.1 JW presented a report on the Archive, illustrated with a live feed of the archive website. She emphasised the need for further contributions, citing in particular a request for input from national fleets, and would welcome links to

and from their websites. She would also welcome feedback of all kinds, in particular if any corrections were required. Members could help by contributing their own records, following the Instagram feed, and introducing their own friends and contacts to the website.

- 5.2 Funding the archive is a key issue, and it was suggested that ISMA should make a contribution recognising that the archive would become a key resource for records of event results. Owners might be persuaded to make a contribution in recognition of the records of their own boat. PdB suggested that the class might sponsor the archive, but VA was anxious to protect the ethos of the archive as an independent record.
- 5.3 There was a lively debate about opening the archive to Wikipedia-style contributions, perhaps with the addition of 'guest editors', but only if this did not compromise the reputation of the archive for accuracy and reliability. VA noted that the archive would include copies of boats' certificates. PW suggested that, as well as the 'donate' button in the archive website itself, event organisers could be asked to include a 'donate' button in event websites.
- 5.4 It was agreed that a formal proposal should be brought to the next AGM to provide that ISMA should make a contribution in recognition of the archive hosting event results.

XS

## **6 Technical Issues**

### **6.1 Governance**

#### **6.1.1 Future of Technical Committee**

- 6.1.1.1 The meeting recognised the need to appoint a Vice President (Technical) to succeed Ian Howlett, who was unwilling to stand. This would complete the make-up of the Technical Committee which was otherwise constituted as agreed at the AGM in Hanko, with the freedom to seek technical advice wherever appropriate.

#### **6.1.2 Nominations for Vice President (Technical)**

- 6.1.2.1 A number of names were put forward, with some members being concerned that a candidate should have a wide-ranging expertise rather than knowledge of a particular area such as sails and rigging, for example, which might lead to a 'deck up' focus. It was agreed that a candidate should be submitted for election at the AGM at the latest, and if a strong candidate emerged, they could be brought forward to a mail vote.

### 6.1.3 Additional Item

- 6.1.3.1 PdB intervened to question the existing authority to handle technical issues. After a long discussion it became clear that some confusion had occurred because the recent changes to the make-up of the technical committee were not reflected on ISMA's website. Although the constitution had been updated, the previous version on the ISMA website had not been replaced. XS accepted an action to ensure the website was updated, and provide PdB with the updated version. It was then established that a recent ruling, on the addition of winglets to trim tabs and their status as a moveable appendage, had been correctly considered by the Technical Committee under the chairmanship of the President. XS

*The meeting adjourned at 1825.*

*The second session opened at 0930 on Saturday, 9 April 2022*

### 6.2 Class Rule

#### 6.2.1 Certificate Revalidation and Certification Control.

- 6.2.1.1 PdB opened the debate by proposing the class should insist on a full measurement every four years. TO suggested that there was a need to respect the integrity of boat owners, noting that the classic fleet in particular was bound to experience variation of weight and flotation over time, starting from the point immediately after measurement. PH noted the difficulty of finding measurers to undertake any form of measurement, observing that there was currently no recognised measurer in the Pacific North-West. He also noted the need for specific instructions for measurers (in addition to the existing Measurement Instructions in the Class Rule) – he believed that Ian Howlett had started to prepare such a document and XS accepted an action to investigate. XS
- 6.2.1.2 PdB suggested that each owner should make an annual declaration that the boat had no alterations that would invalidate its certificate. It was pointed out that such a commitment is already implicit in the Racing Rules of Sailing, which require an owner to ensure the boat is maintained to comply with class rules and her certificate remains valid (RRS 78.1), and also in the Class Rule which requires an owner to declare, at each four-yearly re-validation, that no changes have been made to invalidate the certificate.
- 6.2.1.3 PdB further suggested that at each World or European championship three boats should be selected at random to undergo full re-measurement. This suggestion led to a lively debate, with a number of members unhappy with the idea that they could attend a championship in good faith, with a valid certificate, and be ruled out of competition. AP observed that re-measurement should not be necessary if no changes had been made to the hull shape. It was also noted that such random measurement would require



the control of a defined protocol covering how the boats were selected, and who would pay for the re-measurement. VA suggested the alternative of replacing re-validation with full measurement every four years.

### 6.3 Measurement

6.3.1 MSB continued the previous debate by observing that some balance needs to be achieved in the measurement requirement. It was noted that the proposal to measure three boats at random would not require a change to the Class Rule, but merely a change to ISMA's own rules so that, for example, the European Championship Rules could be amended by a vote at the next AGM to introduce random measurement at the next European championships.

6.3.2 OP was very concerned about the possibility of re-measurement at random, and a number of members expressed their concern about the differences in the way individual measurers interpreted the rules. This highlighted the need for some common measurement practices following standard methods and using a common format for certificates. TO highlighted the variability in certificates, citing the Finnish certificates as examples of good practice which could be adopted more widely. It was agreed that it was essential to develop a common standard of measurement practice among existing measurers and before training any new measurers.

### 6.4 Electronics

6.4.1 PdB introduced a proposal to re-write Class Rule 37. He believed that a complete relaxation of the rule was a mistake. Although the class had voted to remove all restrictions at the previous AGM, he wanted to impose some control on the grounds of cost, before the agreed changes take effect after the European Championships in September. He asserted that the majority of crews were in any case already using Garmin watches, but he wished to see the class impose a list of acceptable devices, following the pattern set by the Star Class. The question was raised whether electronics were appropriate in the classic division, though it was recognised that the AGM vote was total and made no distinction between divisions.

6.4.2 AP recognised that the decision might be questioned with hindsight. His main concern was that boats were already installing 'black box' systems for training purposes, and it was difficult to verify whether they were appropriately disabled during competition.

6.4.3 VA believed strongly that the agreed relaxation to Rule 37 should stand, and she wished to be placed on record as objecting to any further change. She noted that PdB had introduced his proposal despite the fact that he had abstained from voting on the measure at the previous AGM. She pointed out that the class was a development class which had already adopted modern technology in a number of areas, and she anticipated that technology would

in any case become cheaper. AP questioned the idea that costs would reduce, noting that this is a niche market for specialised software. RM recognised the cost argument but felt that the class should not be limited to a 'one size fits all' solution.

- 6.4.4 It was agreed that a formal proposal should be brought to the AGM, and meanwhile a letter should be circulated to the class to warn owners that the topic was still being debated and the Class Rule might yet change. This could influence any decisions to install electronics early for training purposes, though it was noted that some boats have already done so. XS

- 6.4.5 A copy of PdB's initial proposal is attached.

## **7 Publicity and Marketing**

- 7.1 OP outlined his thoughts for a way ahead, focusing what the class wanted to achieve – was this more members, more followers, or simply better communication? Should we aim to serve members, and should we aim our efforts at the boats that travel, those that compete with their home fleets, or those that watch from the side-lines?
- 7.2 OP saw three separate areas to address:
1. Internal – to keep existing owners happy and encourage the others.
  2. External – to bring in new owners from the rest of the sailing world.
  3. Sponsors – to satisfy their financial interests, whether focussed on financial return or image-driven, and to provide a marketing tool.
- 7.3 In terms of defining a measurable target, this could be defined by numbers participating, or by an increase in numbers. RM expressed concern about non-participation – the boats that never appear in competition. It was suggested that factors to gauge the effectiveness of marketing could be the number of boats and starts in an event, or the number of new sailors. To do this, fleets would need to submit event results.

## **8 Overall Strategy and Priorities**

### **8.1 Attracting New Owners**

- 8.1.1 At this stage in the discussion, the debate widened to include topics from other agenda headings, in particular the need to attract new entrants to the class. PdB suggested the class should try to recruit from other classes such as the International Dragon and the TP52. VA observed that there might be a conflict – should the class seek to maintain its style and Corinthian ideal, or should it accept that recruitment might imply a change of style. TK saw one priority was maintaining the class so as to maintain the value of the boats for

existing owners, while RM observed that there was a need to replace ageing sailors.

- 8.1.2 MSB observed that there were positive media returns from events that attracted top sailors, and suggested the class needed to 'think big'. But it was noted that, in attracting sponsors for ISMA, it was important to avoid a conflict with local sponsorship.
- 8.1.3 The topic of sponsorship turned the discussion to what the class has to offer sponsors. There was general support for reviving some form of journal, either as a pdf publication or in hard copy. XS noted that he had some earlier discussions with Fiona Brown, who he could ask to submit a quotation to undertake the editorial task along the same lines as the International Dragon Association's Yearbook.
- 8.1.4 It was noted that María Muiña had submitted an offer to provide photography for a regatta at a cost of €7,600 per event – this price excludes expenses.
- 8.1.5 In terms of attracting new sailors, PW reported that the Canadian fleet planned a series of weekly races, supplemented by monthly events and two regattas giving a total of 55 race days in the season. The fleet would also like to host the Queen Christina Cup as a sail and ski event.
- 8.1.6 There was discussion about the possibility of ISMA having an Instagram presence, noting that it would need someone to maintain it. OP noted that he was arranging to take over the late Douglas Reincke's '6 Metre International' Facebook group.

## **9 Priorities for a Communications strategy**

- 9.1 Covered in earlier discussion – see 7.1 – 7.3.

## **10 Future of the Class – Involvement of Professionals**

- 10.1.1 At this stage in the discussion, with time in the meeting venue limited, the President moved the discussion onto the topic of the involvement of professionals in the class. LH observed that he was a former professional, and preferred not to steer his own boat. VA noted that she saw the involvement of professionals in the same light as the freedom to exploit emerging technology. Should the class limit the involvement of professionals in some way, for instance by following the example of classes that required owners to steer their boats, or limit the involvement of Group 3 sailors? It was noted that ISMA has not so far imposed any limits on sailor classification.
- 10.1.2 PdB observed that professionals generally avoided protesting each other, and noted that there were already a number of 'hired guns' in the class. It

was agreed that the key issue was that professionals should respect the ethos of the class, and this was a matter for owners to set the tone for their crews.

*The meeting closed at 1720.*

Tim Russell  
Executive Secretary  
ISMA  
21 April 2022

Attachments:

1. Executive Secretary's Report
2. Treasurer's Report
3. Patrick de Barros - Initial Proposal for Revision of Rule 37

## **Agenda Item 1.5**

### **Spring Meeting – Executive Secretary's Report**

Since it is some time since we held a Spring or Winter meeting, this report provides a short update on some of the non-routine issues that have arisen since we last met.

#### **Administration**

There is an intention that the North American fleet will at some stage divide into separate USA and Canadian fleets, but I understand this will not take effect until 2023.

The officers of ISMA have started a programme of monthly Teams meetings. It is intended that this programme should extend to a programme of quarterly meetings attended by the full Board to include representatives of those fleets which do not currently provide an elected officer. Notes of the meetings will be circulated to ISMA members.

#### **Trophies**

The conditions for a number of trophies have been amended. With the more restricted entry requirements for the Djinn Trophy (highest placed Classic at the World championship), the last AGM agreed that it would be appropriate to amend the requirements for the President Woodrow Wilson Trophy (highest placed Classic at the European championship) to match. The Secretary was tasked to negotiate with the Kongelig Dansk Yachtklub (KDY = Royal Danish Yacht Club) as the donors of the trophy. KDY indicated that they would be quite happy for ISMA to change the entry requirements, and this has been done.

The Puget Sound Six Meter Association (PSSMA) have presented a trophy for those boats certified using Appendix A of the Class Rule, which are now excluded from the Djinn trophy and the President Woodrow Wilson Trophy. The Tim Street Perpetual Trophy will be introduced at this meeting.

Following the sale of the Peter König's business to Oliver Berking, the control of the deed of Gift for the Baum and König Trophy passed to Oliver Berking. ISMA has negotiated a formal change to the Deed of Gift to simplify the entry requirements to just wooden spars and white sails of any construction, and at the same time Oliver Berking has mandated a change of name for the trophy which becomes the Robbe and Berking Trophy.

All the necessary amendments have been made to the Deed of Gift for the World Championships and ISMA's European Championship Rules to reflect the above changes.

#### **World Champion Title**

World Sailing maintain close control on the qualifying requirements for class associations to award a 'world champion' title. These requirements include the number of entries and their geographical spread in terms of countries and continents, and the title itself can be open or specific to gender or youth. Following reports that the International Twelve Metre class has negotiated the right to award world champion titles in each of its divisions, I have explored how ISMA might make a similar arrangement to award world titles in the Classic division as well as the Open division. The Twelve

Metre example provides a precedent. ISMA would have to arrange for each of the Open and Classic divisions to be recognised separately by World Sailing. This would require a formal submission to World Sailing, and a fee of GBP 1000. I have explored with World Sailing whether we could make a submission to be considered at their Mid-year meeting to be held in Abu Dhabi at the end of May this year, but only urgent submissions can be considered at that meeting. Any submission will have to wait until World Sailing's annual conference at the end of October.

### **New Build Projects**

The past few years have seen a number of new build projects initiated. This has provided a test for the procedure to demonstrate compliance with the material specifications of Class Rule 26. With the ready cooperation of the builders and designers, the previous Vice-President (Technical) and I have developed a format for the ISMA Building Form which enables them to demonstrate design compliance in the form of an Excel spreadsheet. The spreadsheet does not require any design details to be revealed except for the construction weights of the various components to verify weight distribution – there is no exposure of lines drawings or other construction details. The form is easily checked, and can be certified as compliant by ISMA. This provides the basis on which the build surveyor can report, using observations and checking sample weights, to provide evidence that the construction specifications can be followed. Copies of the Building Form and the surveyor's report are held in confidence by ISMA, and are not made available to anyone except the owner, builder and designer.

### **Agenda Item 3**

#### **Treasurer's Report - 2021 Accounts and Budget for 2022 and 2023**

##### **Accounts for 2021**

The final accounts for last year are attached. These accounts represent the total of both ISMA's bank accounts, with the sterling account converted into Euro at a rate of £1 = Euro 1.19. This year the accounts for ISMA and the Archive are presented separately. Because they share the same bank accounts, this has meant inserting some correction factors into the individual accounts since one of them ended the year with a small deficit.

The ISMA accounts ended the year in a healthy state, helped by a very strong entry for the European championships which is reflected in the championship fees and the sale of sail labels. The Archive project is funded independently of ISMA by contributions from supporters. In the past year the project has introduced a system using the 'Stripe' payment facility which allows supporters to make a contribution using a credit card payment direct from the archive web pages, and this has encouraged a small but increasing flow of contributions.

##### **Accounts for 2022**

I have attached updated accounts for this year, to 3 April 2022, for ISMA and for the Archive.

##### **Budget for 2022**

Based on our experience of this year and previous years, I have proposed a budget for 2022 and 2023. There is one significant difference from a 'normal' year because we have provided for the costs of two championships, the World Championship at Sanxenxo and the European Championship in Cascais, and assumed that we will use both as a PR opportunity and the secretary will attend both. However, we have provided for an increased income on the basis that a championship fee will be payable for each entry. It is also becoming clear that, as competition in the class gets more intense, there is an increased income from sail labels as members buy more new sails. We have also assumed that we will continue a winter or spring meeting at a venue within Europe. The predicted expenditure shows a small surplus, and the early level of sail label sales this year suggests that the anticipated surplus is conservative.

The meeting is asked to note the content of this report.

Tim Russell  
Executive Secretary

4 April 2022

## **Attachments**

*(In the interests of legibility, these documents are attached as separate pdf files rather than being embedded in this report).*

ISMA Accounts Year End 2021  
Archive Accounts Year End 2021  
ISMA Accounts worksheet 3 April  
Archive Accounts worksheet 3 April  
Spring Meeting Budget for 2022 and Beyond



# ISMA Accounts 31 December 2021

All figures in Euro (€) except where stated otherwise

Sterling account converted at £1 = € 1.19

2020			2021
	<u>Income</u>		
13,675.00	ISMA Fees (Note 1)		13,750.00
525.04	ISMA Fees - over payment		775.00
0.00	ISMA Fees - late payment		925.00
100.00	Regatta Fees		3,700.00
<u>3,600.00</u>	Sail Labels (Note 2)		<u>9,800.00</u>
17,900.04	Total income for the year		28,950.00
	<u>Expenditure</u>		
282.24	World Sailing Subscription 2020 (£240.00)	314.87	
0.00	Office costs	9.51	
11,155.20	Secretarial contract (£830/month)	11,852.40	
-534.00	Secretary's Accommodation	795.00	
0.00	Secretary's Travel	785.31	
0.00	Public Relations - contract	2,975.00	
-325.50	Public Relations - expenses	3,063.35	
583.36	Losses on currency exchange and bank transfers	-250.88	
149.86	Bank charges	<u>144.64</u>	
<u>11,311.16</u>	Total expenditure year to date		<u>19,689.20</u>
6,588.88	Surplus of income over expenditure		9,260.80
30,928.69	Balance brought forward from previous year	53,050.83	
<u>-119.42</u>	Exchange rate correction from last year end	<u>868.64</u>	
<u>30,809.27</u>	Corrected balance brought forward	53,919.47	<u>53,919.47</u>
<u>15,652.68</u>	Correct for archive use of funds		
<u>53,050.83</u>	Balance at bank for general funds		<u>63,180.27</u>
	Euro account balance		45,423.70
	Sterling account balance	£14,921.49	<u>17,756.57</u>
			<u>63,180.27</u>
	<u>Note 1</u>		
106	Full	108	
11	Associate (not including one honorary member)	5	
	<u>Note 2</u>		
36	Sail labels sold	98	
	<u>Note 3</u>		
0	Burgees sold	0	

# Archive Accounts 31 December 2021

All figures in GBP

2020			2021
	<u>Income</u>		
<u>31,963.62</u>	Archive Project Support		<u>40,450.17</u>
31,963.62	Total income for the year		40,450.17
	<u>Expenditure</u>		
19,679.02	Archive Project contract payments	34,454.00	
2,160.00	Thirty8 Digital charges	2,160.00	
91.20	lonos web charges	125.85	
<u>21,930.22</u>	Total expenditure year to date		<u>36,739.85</u>
<u>10,033.40</u>	Archive income less expenditure		3,710.32
-25,898.28	Balance brought forward from previous year	-15,864.88	
<u>-15,864.88</u>	Notional Balance at Bank		<u>-12,154.56</u>

**ISMA Accounts Worksheet 3 April 2022**

All figures in Euro (€) except where stated otherwise

Sterling account converted at £1 = € 1.19

<b>2021</b>			<b>2022</b>
	<u>Income</u>		
13,750.00	ISMA Fees (Note 1)		250.00
775.00	ISMA Fees - over payment		0.00
925.00	ISMA Fees - late payment		0.00
3,700.00	Regatta Fees		200.00
9,800.00	Sail Labels (Note 2)		5,300.00
<u>0.00</u>	Burgee sales (Note 3)		<u>0.00</u>
77,085.70	Total income for the year		5,750.00
	<u>Expenditure</u>		
314.87	World Sailing Subscription 2020 (£240.00)	314.87	
9.51	Office costs	0.00	
11,852.40	Secretarial contract (£830/month)	2,963.10	
795.00	Secretary's Accommodation	0.00	
785.31	Secretary's Travel	0.00	
0.00	Website costs	0.00	
2,975.00	Public Relations - contract	0.00	
3,063.35	Public Relations - expenses	0.00	
-250.88	Losses on currency exchange and bank transfers	-124.52	
144.64	Bank charges	<u>40.25</u>	
<u>19,689.20</u>	Total expenditure year to date		<u>3,193.70</u>
9,260.80	Surplus of income over expenditure (Archive excepted)		2,556.30
48,635.56	Balance brought forward from previous year	77,644.21	
<u>868.64</u>	Exchange rate correction from last year end	<u>0.00</u>	
<u>49,504.20</u>	ISMA Corrected balance brought forward	77,644.21	<u>77,644.21</u>
<u>58,765.00</u>	Balance for ISMA		<u>80,200.50</u>
18,879.21	Correction for archive deficit	-14,463.93	
77,644.21	Notional balance for ISMA		
-14,463.93	Archive surplus/deficit during year	1058.267	
63,180.28	Cash balance at bank		66,794.84
45,423.70	Euro account balance		50,097.72
<u>17,743.48</u>	Sterling account balance	£14,020.19	<u>16,684.03</u>
<u>63,167.18</u>			<u>66,781.75</u>
	<u>Note 1</u>		
108	Full	2	
5	Associate (not including one honorary member)	0	
	<u>Note 2</u>		
98	Sail labels sold	53	
	<u>Note 3</u>		
0	Burgees sold	0	

# Archive Accounts Worksheet 3 April 2022

All figures in GBP

2020			2021
	<u>Income</u>		
<u>40,450.17</u>	Archive Project Support		<u>10,739.30</u>
40,450.17	Total income for the year		10,739.30
	<u>Expenditure</u>		
34,454.00	Archive Project contract payments	9,814.00	
2,160.00	Thirty8 Digital charges	0.00	
125.85	lonos web charges	36.00	
<u>36,739.85</u>	Total expenditure year to date		<u>9,850.00</u>
<u>3,710.32</u>	Archive income less expenditure		889.30
-15,864.88	Balance brought forward from previous year	-12,154.56	
<u>-12,154.56</u>	Notional Balance at Bank		<u>-11,265.26</u>

## Budget for 2022 and 2023

All figures in Euro (€) except where stated otherwise

Sterling account converted at £1 = €1.19

2021 Year end	Calculation						
	2022			2023			
	Income	Note	Rate	No.	Total	No.	Total
13,500.00	Full memberships	1	125.00	110	13,750.00	110	13,750.00
250.00	Associate memberships	1	50.00	5	250.00	5	250.00
775.00	ISMA Fees - over payment	1	375.00	3	1,125.00	0	0.00
925.00	ISMA Fees - late payment		0.00	0	0.00	0	0.00
9,800.00	Sail Labels	2	100.00	100	10,000.00	80	8,000.00
0.00	Sale of burgees	3	20.00	0	0.00	0	0.00
3,700.00	Regatta Fees	4	100.00	70	7,000.00	40	4,000.00
28,950.00	Total income for the year				32,125.00		26,000.00
	<u>Expenditure</u>						
314.87	ISAF Subscription		315.00	1	315.00	1	315.00
9.51	Office costs		50.00	1	50.00	1	50.00
2,975.00	PR Contract	5	2,500.00	2	5,000.00	1	2,500.00
3,063.35	PR travel, accommodation and expenses	6	4,000.00	2	8,000.00	0.8	3,200.00
0.00	Spring Meeting		1,440.00	1	1,440.00	1	1,440.00
0.00	Web editing		300.00	1	300.00	1	300.00
11,852.40	Secretarial contract (£830/month)		987.70	12	11,852.40	12	11,852.40
795.00	Secretary's accommodation	7	80.00	24	1,920.00	14	1,120.00
785.31	Secretary's travel	8	600.00	3	1,800.00	1.5	900.00
-250.88	Losses on currency exchange and bank transfers		0.00	0	0.00	0	0.00
144.64	Bank charges		15.00	12	180.00	12	180.00
19,689.20	Total expenditure year to date				30,857.40		21,857.40
9,260.80	Surplus of income over expenditure				1,267.60		4,142.60
53,050.83	Balance brought forward from previous year				63,180.27		64,447.87
868.64	Exchange rate correction from last year end				0.00		0.00
53,919.47	Corrected balance brought forward				63,180.27		64,447.87
63,180.27	Balance at bank at year end				64,447.87		68,590.47

### Notes

1. Reflects current membership rates, and experience of typical rates of voluntary over-payment.
2. Note that sale of labels in 2022 with two championships is assumed to be higher than 2021.
3. Limited stock of burgees left, priced to recover purchase price.
4. Assumes regatta fees are charged each time a boat attends a championship.
5. Based on typical rates for previous regattas, and assumes attendance at two championships.
6. Based on past experience of cost of accommodation and travel and assumes PR support at Sanxenxo and Cascais in 2022.
7. Assumes 10 nights each Sanxenxo, Cascais and 2023, and 4 nights Spring meeting each year.
8. Assumes travel within Europe, with travel costs reduced in 2023.

## **ELECTRONIC DEVICES**

**The AGM held in Sanxenxo approved changing rule 37**

**And authorize the use of electronic devices which have been illegally used for some time,**

**The new rule will come into effect only after the European in Cascais.**

**It is necessary to draft the text of the new rule, but one major concern is to avoid an extremely expensive arms war which would be highly detrimental to the development of the class, considering that certain top of the line systems with installation are more expensive than a set of sails.**

**The star class allows electronic GPs devices but publishes a list of allowed devices, for this purpose**

### **Proposed text:**

**Electronic devices are allowed in a restricted way.**

**Compass/Timer/Computer: self-contained digital compasses-giving no more than direction, tacking prompt and timer are allowed as is GPS positioning. Same applies to devices indicating wind speed and direction**

**The TC will issue a list of electronic devices on an annual basis that are only allowed to be on board and used in any event sailed under ISMA rules. Maximum cost should be £ 1.000.**

**Handheld VHF radio is allowed only for communication with Race committee on a predetermined channel and its use is not allowed while racing with exception to emergencies**

**Mobile phones are allowed for tracking purposes only and no communication is allowed while racing**

**Wrist watches with GPS capacity are allowed**

**list of suggested devices and list prices**

- >Sailmon Max - 899€
- >Vakaros Atlas - 1099€
- >Velocitek Pro Start Gen2 - 750€
- >Velocitek Pro Start Original - ?
- >Velocitek Prism - 450€
- >NovaSail 360.pro - 520€
- >NovaSail NS360 Compass Pocket V2 - 589 USD
- >Tacktic Micro - 305€
- >Tacktic Race Master - 630€
- >Nautalytics Digital Compass - 385 USD

**PMB 5/4/2022**