

51ST ANNUAL GENERAL MEETING MINUTES

AGM held at 9h00 on Saturday, 28 September 2024 in the Real Club Náutico de Sanxenxo (Spain)

Present:

Louis Heckly (LH). ISMA President
Violeta Álvarez (VA). Vice-president (Open)
Nicholas Berthoud (NB). Vice-president (Technical)
Tom Owen (TO). Vice-president (Classics)
Ossi Paija (OP). Vice-president (Marketing)
Peter Wealick (PW). Vice-president (Racing)
Helena Paz (HP). Executive Secretary
+ 25 people including members of ISMA, sailors and friends of the class.

The meeting started at 9h05.

1 and 2. Welcome and President's Introduction

LH welcomed the members to the meeting, and thanked Mauricio Sánchez-Bella for the hospitality hosting the European Championship in Sanxenxo. He also thanked the ISMA Board for their work and noted that HP was attending her first AGM as Executive Secretary.

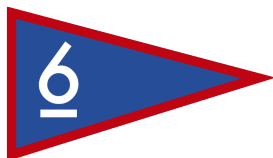
3. Apologies for Absence

Apologies were received from Rainer Müller, Ian Howlett, Peter Hoffman and Reinhard Suhner.

4. Number of Votes per National Association and representatives

HP reported that, based on the subscriptions paid in the previous year, the votes available to each fleet and their representative are as follows:

Fleet	Votes	Represented by:
Canada	12	Peter Wealick
Finland	10	Patrick Sandman
France	8	Roger Narbonne
Germany	2	Martina Klemm (email vote)
Great Britain	24	Tom Owen
Spain	8	Mauricio Sánchez-Bella
Sweden	3	Violeta Álvarez
Switzerland	24	Laurence Clerc
United States	18	Executive Secretary (email vote)
Independent	1	Nicholas Lykiardopulo
Total	110	



5. Minutes of Previous Meetings

The minutes of the 2023 AGM held in Cowes (GBR) had been published on the ISMA's website before the meeting. LH asked if there were any question related to the minutes. No-one raised any issues or disagreement, and the minutes were accepted unanimously.

Voting:

Fleet	Represented by:	Votes	YES	NO	ABSTAIN
Canada	Peter Wealick	12	12		
Finland	Patrick Sandman	10	10		
France	Roger Narbonne	8	8		
Germany	Martina Klemm	2	2		
Great Britain	Tom Owen	24	24		
Spain	Mauricio Sánchez-Bella	8	8		
Sweden	Violeta Álvarez	3	3		
Switzerland	Laurence Clerc	24	24		
United States	Executive Secretary	18	18		
Independent	Nicholas Lykiardopulo	1	1		
Total		110	110		

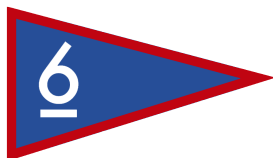
6. Treasurer's Report

LH reported the papers were circulated a couple of weeks before the meeting.

6. 1 Accounts for 2023. There were no questions neither comments regarding the accounts for 2023. The accounts for 2023 were accepted unanimously.

Voting:

Fleet	Represented by:	Votes	YES	NO	ABSTAIN
Canada	Peter Wealick	12	12		
Finland	Patrick Sandman	10	10		
France	Roger Narbonne	8	8		
Germany	Martina Klemm	2	2		
Great Britain	Tom Owen	24	24		
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Total		110	110		



6. 2 Note the accounts for 2024.

LH reported that the SIX Magazine almost cost nothing to ISMA because the expenses were covered by advertisers.

OP pointed out that next year the magazine will be launched earlier than in 2024, the target would be February 2025. LH stated that if the magazine could be ready for the Winter Meeting, it would be excellent, and he finalised saying the accounts for 2024 were noted.

6.3 Budget for 2025.

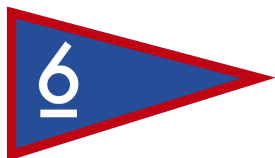
LH explained that the Worlds will be held in Seawanhaka (USA) next year and in the report it is pointed the fact that ISMA will have more costs in terms of travelling for HP and the press team, so in prevision of this it is proposed to raise the subscriptions from 125€ to 150€ per year. As per LH's point of view, it is a lot less than the inflation rate in Europe and last time the subscriptions were raised was in 2016. There were no questions about it, neither comment against this raise. The meeting approved both the raise of the subscription fee and the proposed budget for 2025.

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Canada	Peter Wealick	12	12		
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Switzerland	Laurence Clerc	24	24		
United States	Executive Secretary	18			18
Independent	Nicholas Lykiardopulo	1	1		
Total		110	90		20

7. Executive Secretary's Report

HP thanked the members for the nice welcome to the class, as well as the President and the ISMA Board for their confidence. She also thanked Tim Russell for his continuous support since she took the position. HP said this is a new role for her and she has been trying to learn as much and quickly as possible. HP explained she is open to have a chat with any member to know new ideas or comments to improve the class matters. Finally, she summed up the tasks carried out since she took over the position: monthly meetings with ISMA Officers, sale of sail labels -86 sail labels sold so far-, status of ISMA subscriptions -all fleets are up to date-, the increasing of the number of members in 2024 to 122 boats and 9 associated members, implementation of system to save all ISMA documents in the cloud – the ones created after she joined the class are already in the cloud, the old ones are being archived currently-, the creation of the ISMA official WhatsApp Group to share useful an relevant information about the class... At this point LH clarified that it is the one and only official WhatsApp group created and managed by ISMA Board.



HP also explained the amount of work done related to the call for answers to find solutions together to ship boats from Europe to the US for the coming Worlds in 2025, with the reply of 18 teams. With this feedback several shipping companies were contacted and would do a short presentation in this AGM.

8. Election of Treasurer

LH explained the current Treasurer Christian Teichmann is very busy, and Tim Russel has been doing the job for many years now. The Board has kindly asked Foti Lykiardopulo to accept the job and he agreed, although the members must vote this. There were no questions about it, neither for FL, who left the room while the members voted his nomination as Treasurer. He was unanimously supported as new Treasurer and received applause.

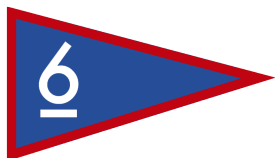
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9. Class brand

OP showed a picture on the screen in which almost every single boat has a different 6 on her sail and he reminded that the rules say the logo is an underlined number 6, which leaves to complete freedom: whatever 6, whatever font.

OP explained he has started to work to present ideas to renew the class brand, together with Antti Kaarto –the designer responsible for SIX Magazine- and by keeping informed the Board. So, as beginning of the discussion, OP presented to the members some ideas of where the class should go with the logo, and he pointed out that hopefully by the next Spring Meeting members could basically decide where they want to go. OP added they have six ideas on where they are going to work on, then one would be selected and, from that point on, they would make everything needed: emblems, t-shirts, etc. He concluded saying he just wanted to inform and show that they are working on it.



10. Review of ISMA Regatta Venues

10.1 2025 Worlds at Seawanhaka Corinthian (SCYC), Oyster Bay, USA.

10.1.1 PW about the Pre-Worlds Regatta held at Seawanhaka one week ago.

PW explained Seawanhaka is in the state of New York, at about 40 minutes and an hour from JFK airport, very accessible by car and a fast train. The sailing locations are similar to Sanxenxo, with a racing area right outside the yacht club and another one that takes about 40 minutes to get there. PW reported the conditions were good during this Pre-Worlds regatta and the competitors had sailed with 25 kts of wind, besides downwind speeds were good: 10-11 kts in the Modern division. Seven boats took part in the regatta, although one of them retired due rudder damage. PW also mentioned that the club is very receptive and a lot of information has been posted on the social media with videos and photos of the club and its facilities (2-3 big cranes, travellift...) PW also added that new boats are been built there and that Mr. Conner will be joining the event as it was announced on social media.

Basil Vasiliou (BV) asked if the Canadian boats would remain there. PW replied some boats will stay there and 3 or 4 are going back to the West Coast by trailer.

PW also informed that once the sailing season will open in Seawanhaka, they plan to have a two-day weekend regatta once a month and the representatives of the yacht club said they will accommodate anybody who wants to go and leave the boat there.

VA asked if it was possible to have the dates of those regattas in the afternoon and if not, she pointed out that it would be good to have those dates asap.

TO said it would be good to have the final dates for the Worlds asap instead moving them all the time back and forward.

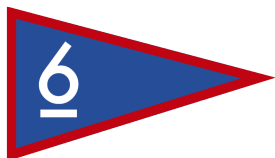
Eugenio Galdón (EG) said it would be useful to have a place on the ISMA's webpage to consult the information about the championship in an easier way, to be sure everybody shares the same information, since there are different versions that come from different corners.

LH noted that and added that the main sponsor of the event wanted to check if they were able to do it and that happened last weekend with the Pre-Worlds regatta, so LH thinks several things have been validated and official information will come out soon.

BV warned about the fact that those dates in September weather gets unstable with big storms and the fleet could face unpleasant sea states.

NL wondered if early September would create a problem to the crews since those are the dates for the Maxi Worlds in Sardinia for example, and people have commitments for the whole season and added that it is unwise to crash with other major events.

LH noted those thoughts and said Board should push to late September and having a final announcement on dates next week.

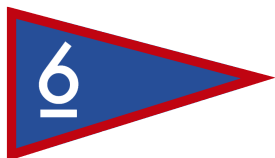


10.1.2 Diogo Diniz (DD) and Justo González (JG), from GAC Pindar about logistics of shipping boats from Europe to the US for the 2025 Worlds.

DD described the company and their experience in shipping sailing boats. He explained the simplest and cheapest solution is to charter a vessel in demand to move to Oyster Bay and come back. They could pick up the boats from Central Europe, let's say Switzerland, stop in Palma where there are most of the boats for now, and then, either they truck the remaining boats to one of these locations, or they add a third point; and finally go to Oyster Bay. On the return, there are a few boats that are not going back to the same locations as the loading ones, so they would then probably do the reverse, but in his opinion the important thing is that they can pick up the boats anywhere, and put it on a vessel, take it there, and on the way back, move the boat to anywhere the owner wants. That is pretty much what their initial thoughts are.

Members made several questions and DD and JG replied the following:

- Most of the boats want to arrive in Seawanhaka the last week of August or first week of September. So, that is where they are aiming towards, but it is totally flexible. They can make it whenever the fleet agrees.
- There can be solutions where part of the fleet will go on a charter vessel and three or four boats can be put it on a railroad, so they can go separately. In terms of budget, it would be better to have as many together as possible, but if one or two of the boats want to be there in June, GAC could take care of that.
- Re: point of delivering in Oyster Bay. One option is going as a fleet if there are enough boats to have a part of the deck with two loading places in the Med, going to there, and do the unloading at anchor in Oyster Bay. There is a part of Oyster Bay that is a national park, but there are a couple of places where they could anchor and unloading. With the cradles and the rest of the stuff, they would have a higher barge, put it alongside of the ship. Once all the boats are on the water and all the stuff is on the deck, they put it on the barge, and they bring it. But they still have to contact the club to check their facilities in terms of cranes, for example.
Otherwise, another option is looking for a solution in the main area of New York, which they are trying to avoid because the idea of having a charter is just to go to the place, load everything, sail, and then back.
The other alternative is going on a regular liner but currently the prices are very expensive.
- They would need the assistance of a boat captain that takes the boat once on the water and in the loading and unloading.
- The world is evolving fast, so the prices of shipping are changing on a weekly basis almost. A fair estimate, as there will be different costs for different pickup locations, for going and coming back, it would be fair to say around 30,000 euros. Plus customs, which in taxes whatsoever, because it's boats, could be different on different aspects.
- There are other methods rather than a charter like on a rural charter, loading inside a high-queue container, if it fits inside, or a flat rack. Pricewise for a container, the price would be even similar as a full charter of the fleet because 40-foot containers on the average rate for now, from door location in the Med, to the nearest port, to New York, including the CAC, the unloading there, is around 4,000 US dollars. If



you take, plus, the local pick-up and the deliveries and expenses in the States, you come at the end to something similar. It could be 20K€ - 25K€ round trip in a container. It depends on the base port.

- Their proposal is not only one, they take the necessity of the fleet and accommodate to the best alternative: move in a container or if the fleet wants to go together, they can place a charter as part of it. But roughly, they are talking about between 20K € to 32K euros round trip.

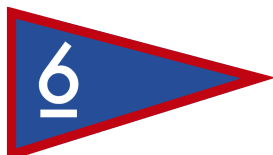
10.1.3 Matthieu le Bihan (MLB), from Sevenstar, about logistics of shipping boats from Europe to the US for the 2025 Worlds.

MLB explained Sevenstar has a liner service, which operates 12 vessels, having every 15 days a vessel starting from Northern Europe to Newport and the Baltimore area. His company has worked on the following solution to get the vessel in Oyster Bay and bring the fleet from Europe to Oyster Bay.

After checking with their local agents, there is a safe anchorage point at Lloyd Point which is five nautical miles away from the marina and they would be able to operate the vessel and the logistics to get the yacht loaded from the shore in Europe. The point of collection would be La Rochelle because they own the land secured and gated where they can collect the yacht from a 15-day free storage period. Taking into account the date the fleet has to reach Oyster Bay, he is talking about a shipment around mid-August and Sevenstar would be able to deliver the yacht at Oyster Bay anchorage within a 15-day transit time, that means, if they ship around mid-August they should be able to be there by the last week of August.

MLB said the solution would work based on a minimum inducement of 20 yachts together to be able to get the cost at a reasonable level. He recognized there are a few points they are still working on, like the cradle logistics and anchorage which is a bit of a challenge because as they work at anchorage they would need a barge to unload the cradle because the yacht will be afloat and towed by the reefs and he thinks the teams could be there to arrange the towage of the yacht from alongside the vessel to the marina. Otherwise, as per MLB, the solution would be to get the cradle discharged in the next port, which could be Gloucester or Baltimore and then truck the trailer and the cradle and potentially the container with material from the shore in Baltimore or Gloucester to Oyster Bay.

MLB explained it is a ticket for everything from door to door: the price based on 20 yachts shipped together would be about below 20,000 US dollars per boat one way, and that includes the free storage in La Rochelle, the handling in La Rochelle from the storage area to alongside the ship and the hook. It also includes the insurance coverage for shipping and all the logistics from door to door based on the yacht value of 100,000 €. That includes the custom clearance at both ends in La Rochelle and in the Oyster Bay area.



Members made questions and MIB replied clarifying the following:

- The starting point would be La Rochelle because they have a good control of the operation over there. They can study the possibility to get some yachts picked up elsewhere from La Rochelle but it might impact the number of yachts and the investment they need to make the operation fly.
- They ship the yachts rig up. They load the yacht on the weather deck of the ship and they have a complete process with their loadmaster supervising the loading. They have a lashing, praddling system and securing approved by Deloitte and certified by DNV.
- They have to weld the cradle at some stage to the deck and they have to lash it as well. They are not welding directly the cradle to the deck, but they put stoppers basically.

10.2 2026 Europeans at Société Nautique de Genève (SNG), SUI.

Mathieu Fischer (MF), vice-president of SNG, did a brief presentation since the big one was already made in the last AGM held in Cowes. He told this summer they had celebrated the Swiss championship with the participation of 26 boats and showed a video.

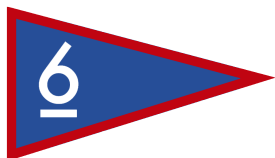
MF reported they already have a committee that has started to work on the organization of the event and shared with the members a presentation including the dates they plan. Thus, they plan to celebrate the Swiss championship as a pre-regatta right before the Europeans, that is, from the 13th to the 25th of July 2026: three days of Swiss championship and five days of Europeans.

Voting:

Fleet	Represented by:	Votes	YES	NO	ABSTAIN
Canada	Peter Wealick	12	12		
Finland	Patrick Sandman	10	10		
France	Roger Narbonne	8	8		
Germany	Martina Klemm	2	2		
Great Britain	Tom Owen	24	24		
Spain	Mauricio Sánchez-Bella	8	8		
Sweden	Violeta Álvarez	3	3		
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Independent	Nicholas Lykiardopulo	1	1		
Total		110	110		

BV requested to have a contact within the organizers to have a better understanding on customs in Switzerland, reminding the experience they had last time in Brunnen.

LH pointed out that Genève is not located in the centre of the country as Brunnen, so customs know very well how to deal with that. Finally, LH added BV' comment is noted and asked MF to take it into account.



10.3 2027 Worlds at Nyländska Jaktklubben (NJK), Helsinki, FIN.

Already voted and agreed. LH mentioned that dates are not confirmed, and he asked OP to inform the class as soon those are known.

10.4 2028 Europeans. Suggestions are invited for a venue in 2028.

LH explained that since the circulation of the final agenda of the AGM, Flensburg (Germany) had raised a hand to host the Europeans in 2028. LH added he is open to consider more options and asked if somebody had any ideas or wanted to host it.

Andy Postle asked if there was a bid from La Trinité and LH replied he had no news nor a formal bid from them, but he would ask if the members request it.

It was also asked if there is a deadline to present a bid. LH explained there is not, and it could be discussed but the class is quite ahead in the planning process.

OP asked if there is not a bid from Sweden. LH denied it and added that it would be nice since the boats would be in Helsinki in 2027.

Finally, LH reminded the members the bid is open and summed up there is an informal bid from Flensburg, waiting for formal ones and he would ask La Trinité. There are no more suggestions.

10.5 2029 Worlds. Official Bid submitted by Yacht Club Costa Smeralda (YCCS), Sardinia, ITA

LH presented the official bid by YCCS and thanked Dieter Schoen for helping to get in touch with the Commodore and Secretary of the Italian yacht club.

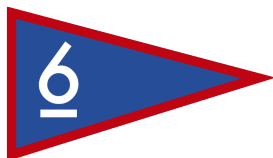
LH reported YCCS wants to organize a World Championship and they have kindly joined the first Worlds available, in 2029, with a formal bid; however, it is not going to be voted by the members in this AGM because the dates need to be discussed yet. Hereafter LH read the introduction of the bid letter received and added that there is a description of YCCS's facilities. LH said the members should strongly consider going there and voting by email once the dates are discussed. Although the dates considered by YCCS are in the month of September, LH stated that the Worlds should be celebrated in June for weather reasons, but he is open to discussion.

LH asked if everybody agrees on proposing the dates in June, even if there is Mistral.

NL raised that he thinks the problem in the Mediterranean is that in the last two years, the sea water temperatures have been historically high, which has changed some of the weather patterns in the latter half of the summer as the sea is water so it's generally safer in the earlier part when the seas are warmed up, of course, we don't know what the sea water temperature will be in 2029, but it seems that the trend is upwards.

LH asked if members agree to continue the process with YCCS and maybe put it on a vote by email or in the next AGM. Members agree.

VB requested if it is possible to know how to get the boats from Genève over there and LH replied yes.



11. Class Rule

TO pointed out that as agreed in Cowes, the new ISMA class measurement certificate form has been integrated into the existing rules. It now replaces the very, very old measurement form at M29 & M30 in the class rule and the new format certificate is now inserted at M30. There are also various small housekeeping changes in the rule, mainly just spellings, grammar & spacings, etc. Tim Russell, as ISMA Technical Secretary, will submit the updated class rule to World Sailing later this year, and then it gets agreed, amended and posted by World Sailing on their website. The updated document and link can then be circulated to the ISMA membership.

So, there's no material change to any class rules, however the new World Sailing RRS (2025-2028) has just come out from World Sailing (posted July 2024), along with the new equipment rules (ERS 2025-2028). Over the winter, TR and TO will be going through the ERS and seeing if there are any material effects to our 6mR class rule. For example, there are certain areas in our mast and sail measurement sections that we could probably tighten up to be more consistent with the World Sailing ERS format and wording.

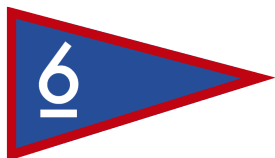
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12. Six Metre Archive Update

Charlie Alexander (CA), Archivist, informed the annual report is hot off the press and explained they gave it a theme of a year of transition and learning because that really has been what has established her as the archivist in the last year and Sophia, James and her have worked to become a team.

She reported she has worked with lots of different collections: heritage collections, traditional ones... but she has never worked with a wholly digital archive like the Six Metre Archive and she is surprised by the agility of this archive, particularly to assimilate contemporary material.



She explained the Archive crew took on board all the material that was generated from last year's Worlds, they have added films from Palma and they are going to be adding material from this competition. CA highlighted how well that contemporary material sits alongside historic material, which they are still very keen on acquiring from the dark recesses of people's attics and where they reside in yacht clubs.

CA stated that the Archive crew has lots of plans, among them is that they are going to try and develop a much more strategic social media plan, they are going to carry on adding the enormous amount of material that Basil Carmody donated to the archive and also they are going to undertake an audit of the archive to date.

Besides CA informed they have decided to undertake an oral history project to try and capture the human voices and experience of people who are involved in the class. Now the Archive crew is just in the process of identifying who they are going to ask to take part in, and that is quite an undertaking administratively and technically to get it up on the website.

To finalise, CA encouraged the members to watch the website, read the annual report, follow them on social media, like their posts and continue to send to the Archive crew their material and to update them.

LH reminded the members that ISMA and the Archive have separated bank accounts -the second is funded privately- and he encouraged the members to support it whatever quantity.

Related to oral history project, VA pointed out how important are not only the boats but also the people linked to the class. Time passes by and there are very valuable testimonies and stories to hear, more than factual information, and it is interesting to capture the human side of the memories. Finally, VA expressed her gratitude to LH for his time, effort, energy, wisdom, funny times and commitment to the class.

LH said that no points for discussion were received before the deadline of 14th September, so there were no more questions neither subjects to discuss.

The meeting finished at 10h29.

Helena Paz
Executive Secretary
18th December 2024

Attachments

1. Copy of presentation SNG - Europeans 2026.
2. Copy of presentation Class Brand.
3. Copy of Archive's Annual Report.
4. Photos of the AGM.