

2026 WINTER MEETING OF THE INTERNATIONAL SIX METRE ASSOCIATION (ISMA)

Held on 27th and 28th of February 2026 at Société Nautique de Genève,
Geneva, SUI

Minutes prepared by Executive Secretary Helena Paz

1. Attendance

Andreas Haubold	JC Danet	Karolina Paija
Andy Postle	Joe Conway (RIYC)	Patrick Sandman
Bob Gatehouse	Jürg Stocker	Rainer Müller
Claes Henningsson	Laurence Clerc	Reinhard Suhner
Daniel Stocker	Louis Heckly	Roger Narbonne
Ferrán Muniesa (CNA)	Mark McGibney (RIYC)	Sébastien Dordor
Fotis Lykiardopulo	Martina Klemmt	Tim Russell
Guy-Roland Perrin	Mathieu Fischer	Tom Owen
Helena Paz	Nicolas Berthoud	Vincent Vachette
Hol Michael Larsson	Nicholas Lykiardopulo	
Ilana Stern	Ossi Paija	

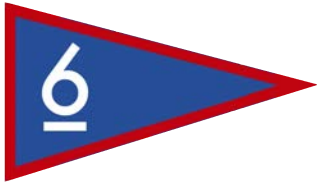
2. Opening of the Meeting

The President, **Louis Heckly (LH)**, opened the meeting and welcomed all attendees to the 2026 ISMA Winter Meeting.

He noted with satisfaction the strong attendance and thanked participants for their engagement. LH also expressed his appreciation to the **Société Nautique de Genève (SNG)** and its team for hosting the meeting for the third time, highlighting both the quality of the organisation and the consistently favourable conditions experienced during previous meetings.

A particular welcome was extended to Joe Conway and Mark McGibney from the Royal Irish Yacht Club (RIYC), who had travelled from Ireland to present a future event bid. LH noted that the Six Metre class has not been hosted in Ireland since 1907, underlining the historical significance of their proposal.

LH also informed the meeting of minor adjustments to the agenda, notably postponing the presentation from CN S'Arenal to the following day due to travel constraints.



LH emphasised that the Winter Meeting remains one of the most important forums within the class, not only to review operational matters but also to openly discuss strategic direction, technical developments and emerging challenges facing the Six Metre class.

3. Formal Matters

Apologies for absence were noted: Violeta Álvarez, Peter Wealick, Mauricio Sánchez-Bella, Beat Furrer, Peter Hoffman, Nick China and Filippa crew.

Matters arising from previous meetings were reviewed. No significant outstanding issues requiring further discussion were identified.

4. Vice-Presidents' Reports

4.1 Marketing and Communications

Patrick Sandman (PS) presented an update on ISMA's marketing and communication activities.

He confirmed that the **third edition of SIX Magazine** is expected to be published in April/May, noting a strong level of participation and content contribution. However, he emphasised that there remains room for broader engagement from the class.

PS then addressed the issue of **brand consistency**, highlighting that there is currently a wide variation in how the Six Metre emblem, sail insignia and numbering formats are represented across fleets, sailmakers and media.

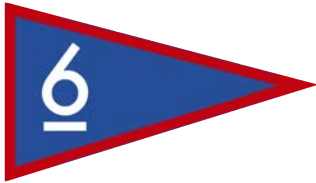
He noted that:

- multiple versions of logos and symbols are in use
- sail numbers vary significantly in style and presentation
- there is no unified visual identity across the class

PS suggested that ISMA should consider introducing a **standardised visual framework**, similar to what has been implemented in other classes such as the 12 Metre.

The discussion then moved to **digital presence**, where PS emphasised the need for a **new ISMA website**.

He highlighted that:



- the current website does not fully reflect the attractiveness of the class
- digital platforms are critical to attracting new participants
- visual presentation and user experience are key factors

PS stressed that improving the website is not only a communication issue but also a **strategic investment**, requiring consideration of budget and long-term impact.

Attracting New Participants

PS further developed his report by addressing the broader question of **fleet development and generational renewal**.

He noted that:

- the class currently relies heavily on an ageing demographic
- attracting younger sailors is essential for long-term sustainability

Drawing from the Finnish experience, he highlighted successful initiatives such as:

- participation in boat shows and fairs
- targeted outreach events
- promotion through social media platforms (Instagram, Facebook)
- inclusion of younger crews in existing fleets

However, PS also cautioned against focusing exclusively on younger participants.

He emphasised that:

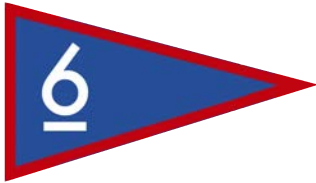
- the strength of the class lies in its diversity
- a balance between younger and more experienced sailors is essential
- excessive emphasis on youth could alter the social dynamics of the fleet

He concluded that the objective should be to **combine generations**, rather than replace one with another.

Discussion

LH acknowledged that marketing and communication would be further discussed under the dedicated agenda items scheduled for the following day.

No immediate questions were raised, and it was agreed to continue the discussion at a later stage.



4.2 Classics

Tom Owen (TO) reported on the Classics fleet and general class engagement. He highlighted that participation remains strong, but that increasing clarity is needed regarding the long-term positioning of Classics within the class.

TO noted that maintaining the right balance between development and preservation will be essential to ensure both competitiveness and accessibility.

5. Treasurer's Report

Foti Lykiardopulo, ISMA Treasurer, presented the financial position of ISMA.

He confirmed that:

- both ISMA accounts and Archive accounts are in a **healthy position**
- there are **no significant financial concerns**
- there are **no plans to request additional capital** in the short term

FL then introduced a major operational change: the transition to a **fully digital invoicing system**.

Under this system:

- invoices will be issued electronically
- payments can be made via credit card, PayPal, Stripe or traditional bank transfer

He also confirmed that ISMA is in the process of setting up:

- **USD and CAD accounts**, in addition to existing EUR and GBP accounts

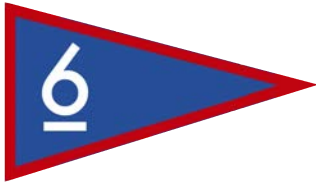
This is intended to:

- reduce transaction costs
- simplify payments for non-European members

A short discussion followed regarding the use of available funds.

Rainer Müller (RM) raised the question of how ISMA intends to utilise its financial reserves.

LH responded that financial considerations linked to member proposals and funding requests will be addressed under the dedicated discussion topics scheduled for the following day.



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LH also noted that:

- the Board is aware of the financial implications of appointing a new PR officer
- future communication strategy will likely involve higher costs than in the past

6. Review of ISMA Regattas

Past Events

- World Championship – Seawanhaka

LH opened the discussion by expressing his appreciation for the organisation of the Seawanhaka World Championship.

He specifically thanked Rainer Müller for his contribution in making the event possible and emphasised the importance of returning the class to the North American continent.

LH described the event as:

- well organised
- successful in execution
- an important milestone for the class

Feedback and Discussion

RM thanked participants for their attendance and support, noting that both competitors and visitors contributed to the success of the event.

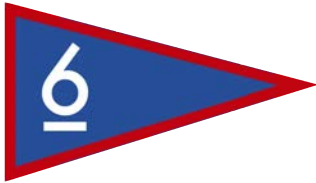
He emphasised the importance of maintaining a **regular presence in North America**, suggesting that a World Championship should ideally be held there every 6–8 years.

RM also raised strategic questions regarding the future development of the fleet in North America, particularly:

- geographical balance (East Coast vs West Coast)
- long-term sustainability of participation

He observed that:

- the fleet appears to be evolving into two distinct groups
 - a predominantly Classics fleet on the East Coast



- a more modern and competitive fleet on the West Coast

He suggested that future planning should take this structure into account.

Race Management Feedback

Nick Lykiardopulo raised concerns regarding the **quality of race management**, noting that:

- feedback from participants had been mixed
- there were criticisms regarding the performance of the race officer

He suggested that ISMA should play a more active role in:

- the selection of race officers
- ensuring consistent standards across major events

LH acknowledged the comment and thanked him for raising the issue.

Future North American Strategy

RM reiterated the importance of maintaining engagement in North America and suggested that:

- long-term planning should consider both regions
- future events could potentially rotate geographically

He also expressed a personal aspiration to host a future championship in Florida during the winter season.

LH noted these comments and confirmed that they would be taken into consideration for future planning.

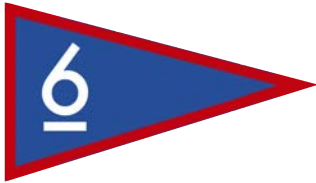
Future Events

The following events were already confirmed:

- 2026 Europeans – Geneva. 18th to 24th July 2026

LH confirmed that preparations for the Geneva Europeans are progressing well.

He noted that:



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- minor infrastructure issues are being addressed
- the event is expected to be fully ready

The appointment of Jérôme Nutte as Principal Race Officer was confirmed.

LH expressed strong confidence in his ability, noting that:

- he is an experienced international race officer
- he has successfully managed large fleets in previous events

Fleet Size and Race Management

A discussion followed regarding the expected fleet size.

Estimates ranged between:

- 40 and 55 boats

Participants raised concerns regarding:

- managing large fleets on a single course
- potential interaction between Classics and Moderns

LH and organisers expressed confidence that:

- the race management team is capable of handling large fleets
- course adjustments can be made if required

Logistics Discussion

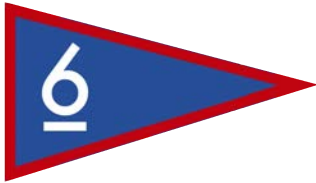
A detailed discussion followed regarding **logistics**, particularly for boats arriving by road.

Participants highlighted the need for:

- clear information on storage
- trailer parking
- crane operations
- early arrivals

Several participants stressed that:

- logistical clarity is essential for participation decisions
- information must be made available **well in advance**



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It was suggested that:

- logistics information should be published on the website
- access should not be limited to registered participants

Organisers confirmed that:

- a detailed form and information package is being prepared
- 2027 Worlds – Helsinki. 8th to 14th August 2027

Patrick Sandman (PS) introduced the Helsinki World Championship.

He explained that:

- the event will follow a format similar to the Dragon European Championship
- the organisation is being led by NJK (Nylandska Jaktklubben)

PS noted that:

- the Six Metre Worlds will follow a “copy-paste” model from the Dragon event
- ensuring a proven organisational structure

PS highlighted that:

- the organisational plan is already well advanced
- the infrastructure is largely secured
- and the event will benefit from synergies with other major regattas taking place in Helsinki

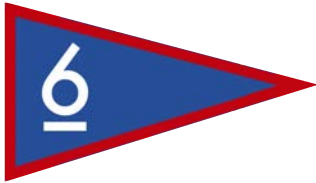
It is expected that:

- approximately **50 boats** will participate in the Six Metre World Championship
- based on early discussions and expressions of interest

PS also emphasised the **unique location of the venue**, noting that:

- the race village will be located in the **city centre of Helsinki**
- activities will take place in close proximity to key landmarks
- the event will be highly visible to the public

He explained that:



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- the City of Helsinki is actively supporting the event
- both the Dragon and Six Metre fleets are benefiting from this support

As part of this arrangement:

- official functions will be hosted in central locations
- public engagement activities will be organised
- live streaming will be broadcast from the racecourse to the city

PS described the concept of a **race village in the city centre**, where:

- spectators can follow racing live
- sponsors and partners will be present
- additional activities will be organised alongside the regatta

He also noted that:

- various organisations, including maritime groups and safety services, will be involved
- first aid, logistics and public interaction are being coordinated at city level

Logistics and Accessibility

PS confirmed that:

- transport logistics are already well developed
- agreements are in place with transport companies

Two logistics providers have been secured:

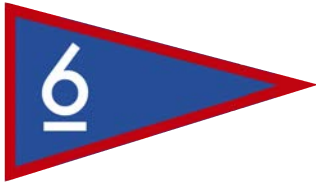
- one focused on UK routes
- one covering continental Europe

This will facilitate transport from:

- Spain (Bilbao, Vigo)
- the UK
- and other European regions

Launching and lifting operations will be handled through agreements with a local shipyard, ensuring:

- sufficient lifting capacity
- storage for trailers and equipment



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- and overall logistical efficiency

PS also noted that:

- accommodation and transport within the city will be simplified
- a dedicated fleet of vehicles will shuttle participants between hotels and venues
- there will be no need for participants to use private cars

Race Area and Venue Characteristics

The race area is located offshore among the Helsinki archipelago.

While this introduces some logistical complexity, PS noted that:

- navigation and safety systems are already in place
- support boats will guide participants
- and the security plan has been developed at a high level

A dedicated **security structure** is in place, led by a former military officer, combining:

- event-specific planning
- and existing club security frameworks

Event Programme and Build-Up

In response to questions, PS confirmed that:

- a series of regattas will precede the World Championship
- including national and preparatory events

These events will allow:

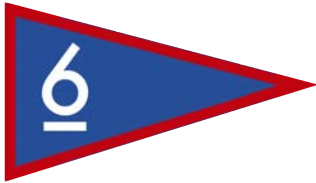
- competitors to familiarise themselves with the venue
- and provide a structured lead-up to the championship

Storage facilities will also be available for boats arriving early, allowing teams to:

- keep boats in Helsinki for extended periods
- and participate in pre-events

Participation Expectations

PS indicated that:



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- approximately 12–16 local boats regularly participate in Finnish regattas
- strong interest has been expressed by international competitors

He noted that:

- modern boats are expected to participate in higher numbers than in previous editions
- overall participation is expected to be strong across both divisions

Accommodation and Costs

Accommodation arrangements are being developed in partnership with local providers.

PS indicated that:

- agreements are in place with hotels
- pricing is expected to be competitive
- alternative options (including Airbnb) will be available

He also confirmed that:

- full details will be published on the event website
- the Notice of Race is currently in preparation

Conclusion

LH thanked PS for the presentation and noted the strong level of preparation already achieved.

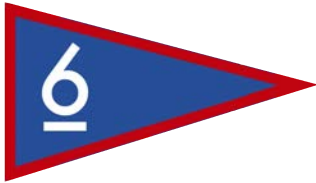
No further questions were raised, and the meeting moved on to the next item.

The following clubs presented their bid:

- **2030 Europeans Royal Irish Yacht Club**

On Friday afternoon, LH introduced **Joe Conway (JC)** and **Mark McGibney (MMc)**, representing the **Royal Irish Yacht Club (RIYC)**, thanking them for travelling to attend the meeting.

He noted the historical significance of the proposal and the potential opportunity to return the Six Metre class to Ireland.



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JC began by outlining the background of the proposal, noting that the initiative originated following discussions with Gordon Davies, who encouraged the club to consider hosting a Six Metre championship. He expressed his appreciation to the ISMA Board, and in particular to LH and HP, for their support in preparing the bid.

He presented the Royal Irish Yacht Club as one of Ireland's most established sailing institutions, founded in 1831 and approaching its bicentenary in 2031. The club counts approximately 1,500 members and is active across all levels of sailing, with strong experience in organising major national and international events.

JC then described the proposed venue in **Dublin Bay**, highlighting its size, flexibility and suitability for championship racing. The area offers multiple racecourse options depending on conditions, with typical summer winds of 14–15 knots and moderate tidal influence, which can be managed through course positioning. Sea state is generally favourable, with limited wave development in prevailing conditions.

The club's infrastructure was presented as a key strength. Facilities include extensive pontoon space, lifting capacity (including a 90-ton crane), storage areas and dry-sailing capabilities. All regatta operations can be concentrated within a short distance of the clubhouse, allowing for efficient management of boats, trailers and equipment.

JC emphasised the club's strong race management capabilities, supported by experienced race officers, a well-established volunteer network and a proven track record in organising major events such as World and European Championships.

The clubhouse and social facilities were also highlighted, offering both formal and informal spaces, high-quality catering and the ability to host large-scale events.

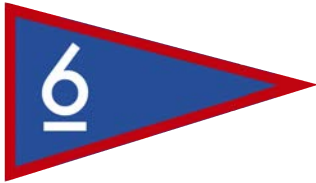
In terms of accessibility, JC noted that Dublin benefits from strong transport connections, including ferry routes, airport access and local infrastructure, with accommodation, services and amenities located within close proximity to the club.

He acknowledged that there is currently no active Six Metre fleet in Dublin, but expressed the view that hosting a championship would act as a catalyst for fleet development. The club would be committed to building local participation in the lead-up to the event.

The presentation concluded with JC confirming the club's strong interest in hosting a major Six Metre event and its willingness to work closely with ISMA to further develop the proposal.

Discussion and Strategic Considerations

A discussion followed regarding the suitability of the proposal and its positioning within the ISMA calendar.



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Rainer Müller (RM) raised an important strategic consideration, suggesting that Dublin would be particularly well suited to host a World Championship rather than a European Championship. He noted that the location would be especially attractive for North American participants and that transport logistics would be more favourable in the context of a Worlds event.

RM further indicated that, from a North American perspective, he would be more inclined to support an event in Dublin if it were structured as a World Championship.

This view was supported by several participants, who acknowledged both the strategic positioning of the venue and its potential to attract a broader international fleet.

Timeline and Event Strategy

In light of this discussion, the timeline of the proposal was reconsidered.

JC indicated that the club would be open to hosting the event in 2031, aligning with the Royal Irish Yacht Club's bicentenary.

It was noted that this adjustment from an initial earlier timeframe to 2031 was made following RM's suggestion, in order to better position the event as a potential World Championship and to maximise international participation.

LH welcomed this approach, **noting that:**

- the alignment with the club's bicentenary represents a strong opportunity
- the proposed timing fits well within ISMA's long-term planning framework

Pre-Event Development

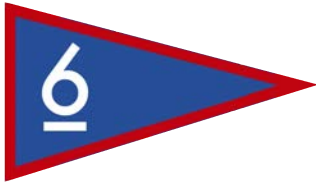
Participants also highlighted the importance of building experience ahead of a major championship.

It was suggested that a **test event should be organised in advance**, potentially in the form of a European-level regatta or an invitational event.

Such an event would:

- support the development of a local fleet
- allow the organising team to gain operational experience
- and validate logistical and race management arrangements

JC welcomed this suggestion and confirmed the club's willingness to explore the organisation of a preparatory event as part of the build-up towards the championship.



Conclusion

LH thanked JC and MMc, for their presentation and their effort in preparing the bid.

He noted that:

- the proposal is of strong interest to ISMA
- further discussions will be required
- the timeline and format will need to be clarified

The presenters confirmed their availability for further discussions during the meeting.

Additional Venue Discussions

Brief discussions also took place regarding:

- potential future venues in Denmark
- possible approaches to other organising clubs like 2030 major event in La Trinité.

LH noted that further exploration of future venues will continue.

- **2028 European Championship – CN S’Arenal (ESP)**

Ferrán Muniesa (FM) presented on Saturday morning the bid for CN S’Arenal.

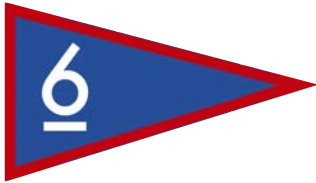
He outlined the club’s experience in organising major international regattas, including Olympic-class events and the Trofeo Princesa Sofía. He also highlighted that the club has already hosted Six Metre regattas and expressed strong interest in organising the European Championship.

FM emphasised several advantages of the venue:

- favourable weather conditions (17–28 °C)
- consistent sea breeze (10–15 knots)
- reduced congestion outside peak summer
- full availability of facilities and infrastructure

He confirmed that the club could accommodate approximately 40–45 boats and provide sufficient space for trailers, containers and regatta operations.

A detailed discussion followed regarding the **timing of the event**.



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Several participants raised concerns regarding late September conditions, citing previous experiences of unstable weather in the Mediterranean.

RM alternative option of June raised due to logistical advantages suggested that earlier September dates would provide more consistent sailing conditions. This view was supported by **Andy Postle (AP)**.

Conversely, other participants highlighted the advantages of holding the event in **June**, particularly:

- alignment with the Palma regatta circuit
- reduced transport costs
- increased participation, especially among Classics

It was noted that many boats are already in Palma during the spring season, making June logistically attractive.

FM explained that June presents operational challenges, including:

- high activity levels in the boatyard
- limited space availability
- increased logistical complexity

The discussion reflected a clear trade-off between:

- optimal sailing conditions
- and logistical/participation considerations

LH **concluded** that:

- there was broad support for the venue
- the main outstanding issue relates to timing

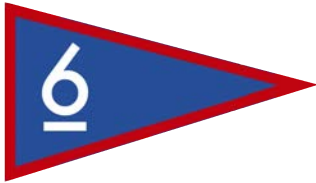
It was agreed that:

- the venue would be submitted for approval by member vote
- the final decision on dates would be addressed separately

7. Technical Matters

TR introduced the ongoing work on rule interpretation and potential refinements, particularly in relation to materials and construction details.

A discussion followed regarding the use of alternative materials, particularly in rudders and appendages. It was noted that, although certain materials may appear counterintuitive, developments in other classes (such as the Moth class) have demonstrated that unconventional approaches can become viable.



AP highlighted that in high-performance classes, components previously assumed to be optimal (e.g. carbon constructions) have been replaced in some cases by machined metal parts, offering thinner profiles despite increased weight. He cautioned that similar developments could emerge within the Six Metre class.

TR acknowledged these concerns and confirmed that the wording of the relevant rules (notably Rule 26 and associated construction requirements) would be reviewed carefully to avoid unintended optimisation through material selection. He indicated that further refinement of the wording may be required before final circulation for approval.

A brief discussion also took place regarding keel materials and ballast definitions, with participants noting the need to ensure clarity between different rule sections.

TR concluded that the Technical Committee would revisit the wording and circulate an updated proposal in due course.

8. Six Metre Archive

TO presented an update on the Archive in the absence of Archivist Charlie Alexander.

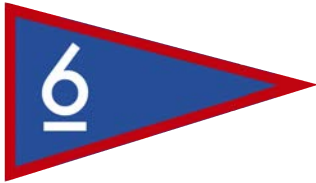
He reported that recent work had focused particularly on Swiss-related material, in preparation for the European Championship in Geneva. New photographs and historical material had been added to the Archive, including images of boats for which no previous visual documentation existed.

TO emphasised that the Archive remains highly dependent on contributions from owners and members. He encouraged all present to actively submit photographs, certificates and historical material, noting that the value of the Archive increases significantly with each contribution.

A discussion followed regarding the collection of measurement certificates. It was noted that, while certificates are often available through event documentation or national authorities, there is currently no systematic process ensuring that all certificates reach the Archive.

Several participants highlighted that responsibility for submitting certificates ultimately lies with the boat owner, rather than measurers or national authorities. It was generally agreed that a cultural shift is required within the class to encourage owners to systematically contribute documentation.

Concerns were raised regarding the completeness of the Archive and the difficulty of achieving full coverage without a more structured approach.



The issue of funding was also discussed. It was noted that the Archive operates with ongoing costs and relies on a combination of private contributions and limited ISMA support. Some participants suggested exploring more stable funding mechanisms, including voluntary contributions linked to ISMA membership.

TO noted that previous attempts to recruit volunteer archivists at national level had had limited success, although isolated examples (such as contributions from Dutch members) demonstrate that such a model could be effective if expanded.

The importance of oral history projects was also highlighted. TO presented recent work undertaken by the Archive team, including recorded interviews with key figures in the class. These were considered a valuable addition to the historical record.

The discussion concluded with a general agreement on:

- the importance of continued contributions from members
- the need to improve awareness and engagement
- and the necessity of exploring more sustainable funding solutions

9. Six Metre Insurance

Nick Lykiardopulo (NL) introduced the topic, recalling concerns raised at the Seawanhaka meeting.

He explained that insurers are becoming increasingly reluctant to provide coverage, particularly for:

- wooden boats
- racing yachts

NL noted that this trend is expected to continue.

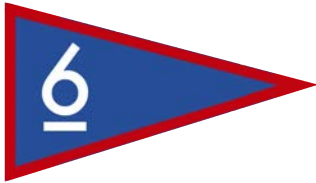
He outlined the potential concept of a group-based approach, whereby members could pool risk. However, he cautioned that:

- the fleet size may be insufficient
- liability coverage presents significant challenges
- regulatory requirements would be complex

A wide-ranging discussion followed.

Participants highlighted:

- significant regional differences in insurance availability
- greater challenges in certain jurisdictions, particularly the United States



AP noted that liability exposure in some regions has a direct impact on insurer willingness to provide cover.

It was also observed that:

- different brokers operate under varying regional conditions
- resulting in inconsistent coverage

There was general agreement that:

- the problem is real but uneven
- a global ISMA solution may be difficult
- improved information sharing would be beneficial

It was proposed that ISMA should facilitate the collection of insurance data among members.

HP confirmed that a questionnaire would be circulated to assess the situation.

10. Other subjects discussed

10.1 Classics – Definition, Development and Cost considerations

Ossi Paija (OP) introduced a comprehensive discussion on the future of the Classics division.

He identified three key areas:

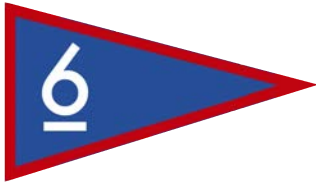
- definition of a “Classic”
- limits on development
- impact of cost and technology

OP noted that, following the removal of Appendix A as a central reference, there is currently limited restriction on modifications. He highlighted that, in theory, significant changes such as keel modifications or modern appendages could be introduced without breaching the current definition.

Definition of Classics

TR clarified that the Class Rule still contains a formal definition of a Classic yacht (pre-1965 construction or certification), and that Appendix A continues to include relevant wording aimed at preserving original design intent.

However, he acknowledged that the current structure of the rules may not sufficiently prevent progressive modifications that could move boats away from their original character.



TO agreed that further clarification would be beneficial, but stressed the importance of avoiding overly restrictive wording that could “freeze” boats and undermine the development nature of the class.

AP supported this view, noting that historically many boats had already undergone keel modifications within the evolution of the rule, and that development is intrinsic to the Six Metre class.

A wider discussion followed regarding:

- the distinction between restoration and rebuild
- the availability (or absence) of original plans
- and the practical challenges of verifying historical configurations

It was generally agreed that:

- clearer wording could be introduced
- but this should be done carefully to preserve flexibility and fairness

Development vs Preservation

OP questioned whether the class should:

- remain open to development
- or move towards a more restrictive model

Several participants reiterated that the Six Metre is fundamentally a development class, and that excessive restriction could undermine its identity.

At the same time, there was recognition that:

- uncontrolled development may increase costs
- and potentially reduce accessibility for new entrants

Sail Materials and Cost

A significant part of the discussion focused on sail technology.

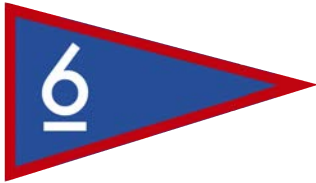
OP expressed concern that modern materials significantly increase costs and create barriers.

TR noted that similar discussions have taken place previously.

AP argued that modern materials are consistent with the class ethos.

Several participants highlighted that:

- cost escalation is driven not only by sails, but by the overall level of optimisation
- and that disparities in budget exist in all classes, regardless of restrictions



INTERNATIONAL SIX METRE ASSOCIATION

LH shared his own experience, noting that competitive results can still be achieved with limited sail inventories and controlled spending, suggesting that performance is not solely dependent on equipment volume.

Accessibility and New Entrants

The discussion expanded to the broader issue of attracting new and younger participants. OL expressed concern that increasing costs may discourage new teams from entering the class.

In response, several participants noted that:

- all teams start at different levels
- progression within the class is gradual
- and second-hand equipment from leading teams plays an important role in

supporting entry-level participation

AP and TO both emphasised that:

- a certain level of performance at the top of the fleet is necessary
- as it provides aspiration for others

It was also noted that:

- financial cost is not the only barrier
- time commitment and access to opportunities are equally important

Future Work and Next Steps

TO proposed to:

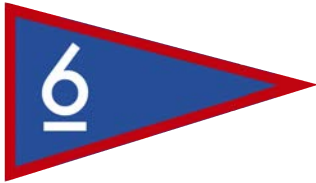
- prepare a more detailed paper addressing the definition of Classics and sail-related questions
- include input from a wider group of members beyond those present at the meeting

It was agreed that:

- further consultation is required before any formal proposal
- no immediate decision should be taken

A general consensus emerged that:

- the topic is important and requires careful consideration
- and should be developed through structured consultation rather than immediate voting



10.2 AI, Data and Electronics in racing

A discussion was initiated regarding the increasing role of data processing, onboard electronics and artificial intelligence (AI) in sailing.

RM raised concerns about the potential future use of AI onboard, particularly systems capable of:

- analysing real-time data
- suggesting tactical decisions (e.g. when to tack or positioning relative to competitors)
- and ultimately influencing decision-making traditionally made by the crew

He questioned whether this level of technological assistance aligns with the spirit of Six Metre racing.

AP recalled earlier discussions within the class regarding GPS, noting that the introduction of such technology had opened the door to broader developments, including:

- data transmission
- real-time analysis
- and increased technological support

Several participants highlighted the difficulty of defining AI precisely, as many modern systems already incorporate elements of data-driven decision support.

TR clarified that:

- current **World Sailing rules (RRS 41)** already prohibit outside assistance during racing
- onboard data collection and post-race analysis are permitted
- but live external support or data transmission during racing is not allowed

The discussion also addressed practical challenges:

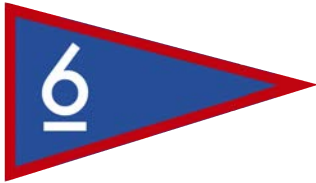
- enforcement is extremely difficult
- modern devices (phones, watches, onboard processors) already contain advanced capabilities
- and technological development is progressing rapidly

It was generally agreed that:

- this is not an issue that can be fully resolved at ISMA level alone
- and should be raised with **World Sailing** for guidance

Conclusion:

- The Technical Committee will seek clarification from World Sailing



INTERNATIONAL SIX METRE ASSOCIATION

- Possible future updates to Class Rule 37 may be considered depending on guidance received
- No immediate regulatory changes were adopted

10.3 Outside Assistance (RRS 41)

A related concern was raised regarding the interpretation of RRS 41 (Outside Help), particularly:

- whether assistance between races should be restricted
- and whether racing should be considered as continuous throughout the day

It was clarified that:

- under current rules, a boat is only “racing” from its warning signal until finishing
- therefore, communication between races is currently permitted

LH confirmed that:

- the matter has been reviewed
- and a direct response will be provided to the member who raised the question

10.4 Future Events Team Racing / Nations Format

Bob Gatehouse, representing BISMA, introduced a proposal regarding the potential revival or adaptation of a **team racing / nations-based event**, inspired by:

- the historical **British America Cup**
- and/or a revised format of the **Queen Christina Cup**

The concept discussed included:

- teams representing nations
- potentially combining one Classic and one Modern boat
- and running alongside major events (Worlds or Europeans)

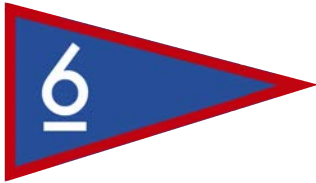
Discussion points included:

- logistical complexity and already dense event schedules
- the difference between competitive and social formats
- and the importance of maintaining the original spirit of the Queen Christina Cup

It was noted that:

- the Queen Christina Cup has historically been a **social and relationship-building event**
- requiring host fleets capable of providing multiple similar boats

There was general agreement that:



- modifying the Queen Christina Cup format would require careful consideration
- and should not compromise its original purpose

Conclusion:

- No immediate action taken
- National associations may be consulted to assess interest in a team racing format
- Further exploration required

10.5 New PR Structure

The President informed members that:

- Fiona Brown had decided to step down from her PR role
- ISMA had received approximately **20 applications** for the position
- a shortlist had been prepared and interviews were ongoing

A new PR Manager will be appointed shortly.

A **formal vote of thanks** to Fiona was proposed and unanimously supported by the meeting in recognition of her long-standing contribution.

10.6 ISMA Support to External Initiatives

NL informed the meeting about a **charity sailing event**:

- organised in support of the **Andrew Simpson Foundation**
- involving Six Metre boats and professional sailors
- scheduled for May

The initiative aims to:

- raise funds for youth sailing programmes
- and promote the Six Metre class

The Board welcomed the initiative and offered support in communication.

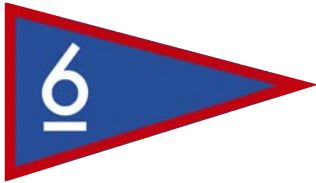
10.7 Winter Meeting Format and Location

A brief discussion took place regarding:

- the recurring nature of attendees
- and the possibility of rotating meeting locations to broaden participation

The President confirmed that:

- future locations may be reconsidered



- although logistical constraints remain

10.8 Trophies – World Championship

The President informed the meeting that:

- a new trophy had been offered by His Majesty King Juan Carlos
- resulting in two trophies currently associated with the World Championship

Efforts are ongoing to:

- coordinate with the Puget Sound Six Metre Association
- and clarify the appropriate use and allocation of trophies

10.9 Branding and Class Identity

A final point was raised regarding:

- the use of different Six Metre logos
- and the need for consistency in branding

The Board acknowledged the issue and confirmed that:

- work is ongoing to define clearer branding guidelines
- while recognising practical limitations in controlling usage

11. Closing of the Meeting

The President thanked the ISMA Board for their ongoing work, acknowledged the contribution of Helena for organisational support and expressed appreciation to all members for their participation. Special thanks were also extended to the host club.

The meeting was formally closed.

Helena Paz
ISMA Executive Secretary

Papers to follow:

1. Photos
2. Consolidated Accounts 1 January 2026
3. Presentation by Royal Irish Yacht Club





Consolidated Accounts 1 January 2026

All figures in Euro (€) except where stated otherwise

Sterling account converted at £1 = € 1.15

2024		2025
	<u>Income</u>	
16,325.00	ISMA Fees (Note 1)	29,182.90
400.00	ISMA Fees - over payment	260.00
125.00	ISMA Fees - late payment	850.00
2,500.00	Regatta Fees	9,201.00
8,500.00	Sail Labels (Note 2)	10,441.12
16,272.80	Journal/Magazine Advertising Income	8,344.70
<u>96,693.86</u>	Archive Project Support	<u>50,473.90</u>
140,816.66	Total income for the year	108,753.61
	<u>Expenditure</u>	
320.17	World Sailing Subscription 2024 (£264.60)	304.29
53.80	Office costs	0.00
14,817.20	Secretarial contract	13,200.00
818.20	Secretary's Accommodation	0.00
763.99	Secretary's Travel	666.10
1,857.34	Meeting expenses	1,477.74
59,203.13	Archive Project	40,485.76
2,155.37	IT Costs	750.73
9,075.00	Public Relations - contract	5,732.66
3,553.92	Public Relations - expenses	13,602.00
16,274.82	Journal/Magazine Costs	19,794.20
0.00	Sail Label Expenses	0.00
-566.02	Losses on currency exchange and bank transfers	192.61
314.07	Bank charges	<u>131.64</u>
<u>108,640.99</u>	Total expenditure year to date	<u>96,337.73</u>
11,771.90	Surplus of income over expenditure (Archive excepted)	2,427.75
<u>-4,252.48</u>	Archive income less expenditure	9,988.13

66,771.37	Balance brought forward from previous year	74,110.26	
<u>-180.52</u>	Exchange rate correction from last year end	<u>0.00</u>	
<u>66,590.85</u>	Corrected balance brought forward	74,110.26	<u>87,916.62</u>
<u>74,110.26</u>	Balance at bank		<u>100,332.51</u>



ROYAL IRISH YACHT CLUB

DUN LAOGHAIRE, CO. DUBLIN

53°18N 06°08W

WWW.RIYC.IE



PRESENTATION TO THE INTERNATIONAL 6 METRE ASSOCIATION

Friday February 2026
Société Nautique de Genève

CLUB FOUNDED IN 1831

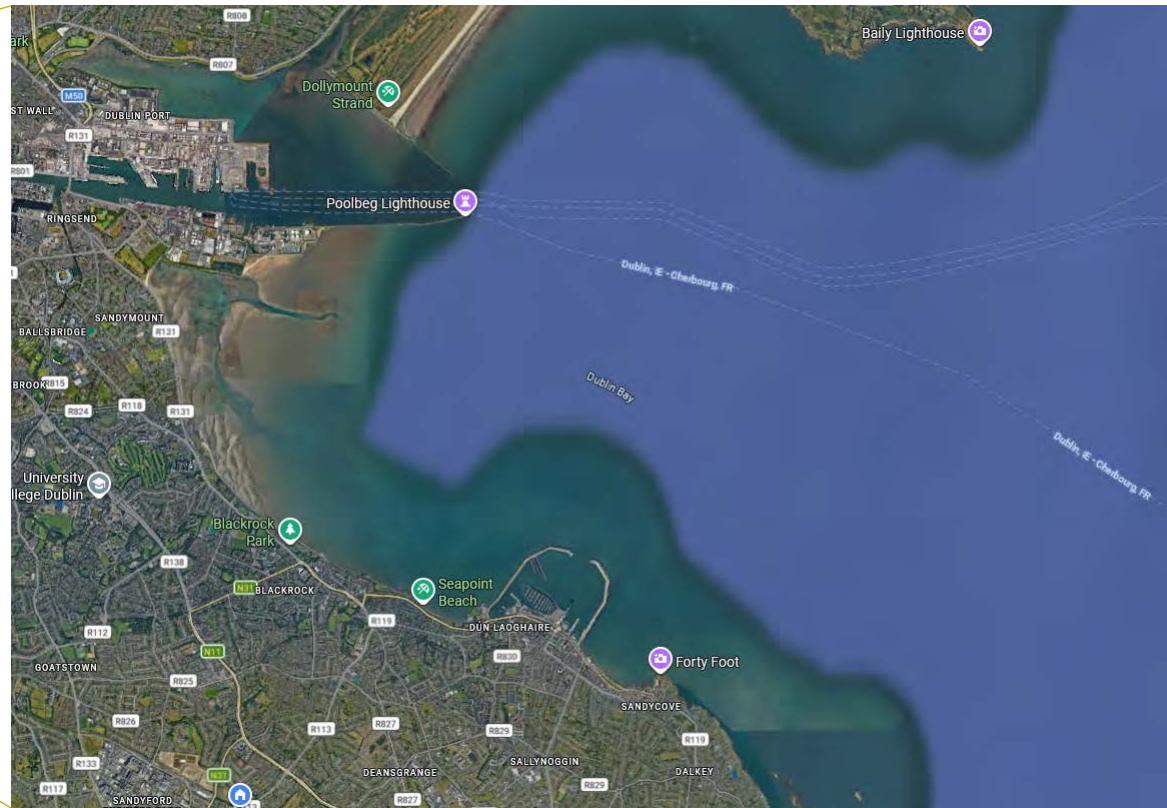
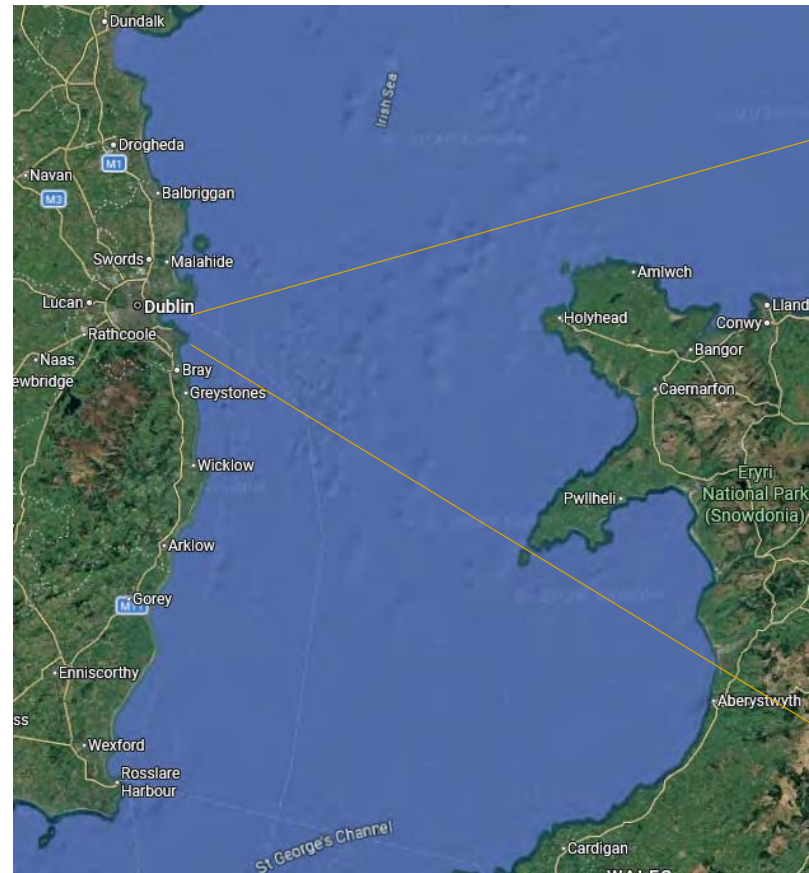
IRELAND'S SENIOR CLUB

1500 MEMBERS

ACTIVE IN ALL ASPECTS OF SAILING

**WITH AN EMPHASIS ON KEELBOAT AND BIG
BOAT SAILING**

WHERE ARE WE?



OUR RACE AREA –



OUR CLUB FACILITIES



Liebherr 90 tonne crane



Extensive deck area

OUR CLUB FACILITIES



Ample Berthing Facilities

World Class Race Management



OUR CLUB FACILITIES

2 committee boats

2 international race officers as members

6 ribs for race management

Extensive team of club volunteers for all aspects of one-the-water and ashore

Experienced Sailing Manager and boathouse team

2022 SB20 World Championships

2023 Volvo Dun Laoire Regatta

2024 J Boat Cup

2024 IRC European Championships

2024 Round Ireland Yacht Race (in combination with WSC)

2025 Volvo Dun Laoire Regatta

OUR CLUB FACILITIES



Our Clubhouse – Completed in 1851 the oldest purpose built Yacht club building in the world .

OUR CLUB FACILITIES



OUR CLUB FACILITIES



THE LOCAL AREA

2 hotels within walking distance of the club

Train station 200 metres

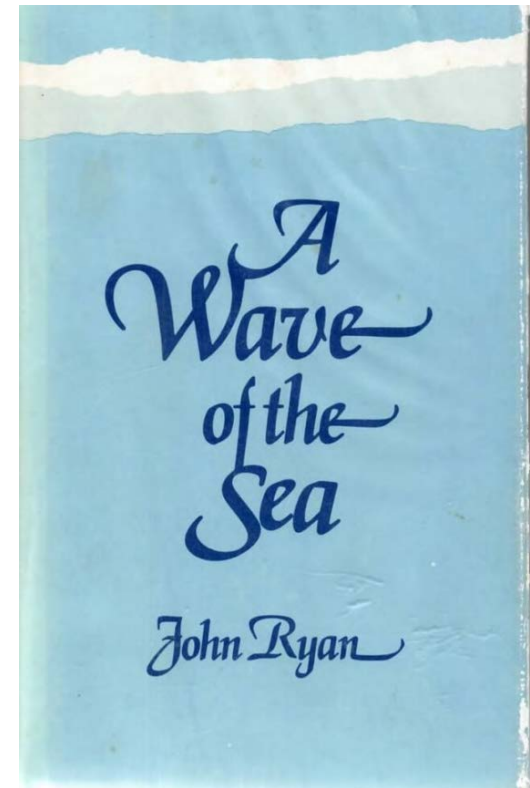
Bus terminus 200 metres

A wide variety of bars and restaurants

Chandlery shop 250 metres

Rigging and boat repair services available locally

THE LOCAL CONNECTION!





Royal Irish Yacht Club

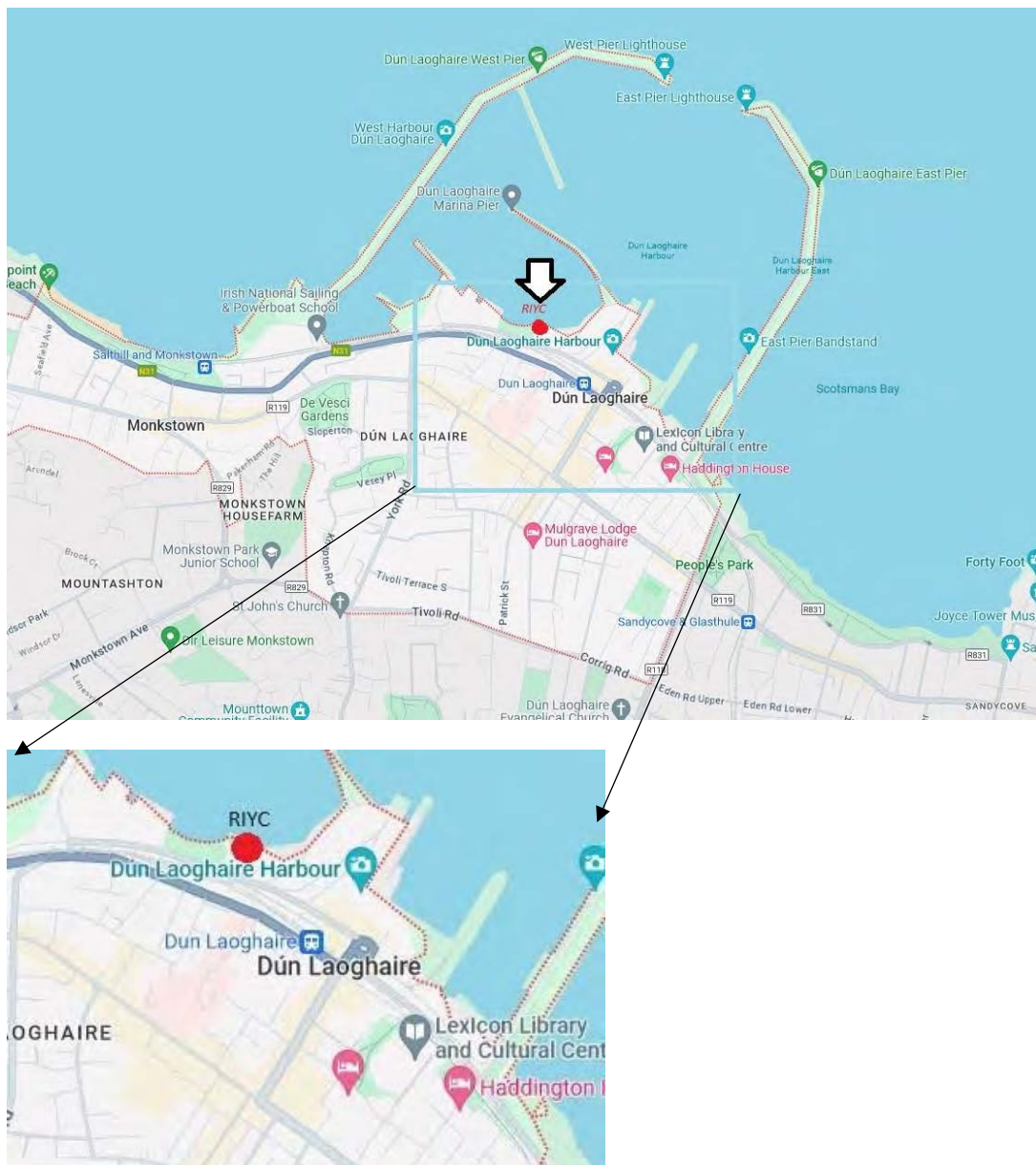
**Dun Laoghaire
Venue Guide**

Introduction

Dun Laoghaire is a coastal town on the south side of Dublin Bay. Originally a fishing village located where the Purty Kitchen now sits, Dún Laoghaire as we now know it largely dates from the 1820s. Since then it's been home to the world's first suburban railway, the first purpose-built yacht club in the world, and the world's largest asylum harbour.

The Harbour was begun in 1817 and took 43 years to complete. The Royal Irish Yacht Club premises, the oldest purpose built yacht club building was completed in 1851.

The town now hosts four yacht clubs and an 800 berth marina.



Useful Contacts.

Royal Irish Yacht Club, Harbour Road, Dun Laoghaire, Co. Dublin. A96 RC84

Phone: +353 1 280 9452

Club Secretary: secretary@riyc.ie

Sailing Manager: mark@riyc.ie

Boathouse Services boathouse@riyc.ie

353 1 280 9452 ext 3

353 87 794 3911

Catering bookings catering@riyc.ie

Dun Laoghaire Tourism Office The Metals, Marine Rd, Dún Laoghaire, Dublin

Phone: +353 1 280 6964

Website: <https://www.dlrtourism.ie/>

Royal Irish Yacht Club Services

The RIYC operates two bars and a dining room in the clubhouse.

The Sail Loft Bar on the lower level is open to all and is informal, with no fixed dress code.

The Club Bar on the upper level is open to all, but sailing foul weather gear is prohibited.

A bar food menu is available from lunchtime onwards. Food is served in the bar, drawing room and terrace.

The dining room operates a dress code of smart casual on most days, jeans, shorts and sneakers are not permitted. Booking is mandatory and tables can be booked in the catering office or by emailing catering@riyc.ie

The boatyard operates throughout the event.

Boats of up to 25 tonnes can be lifted for scrubbing and inspection in the case of damage. Storage ashore is not normally available.

We have a limited number of berths alongside the club and on the club pontoons to the west of the club. You must check with the boathouse manager before occupying any of the berths. The boathouse can be contacted on +353 87 7943911 or by email at boathouse@riyc.ie

Transport.

Dun Laoghaire has a number of transport links to the surrounding area and to the centre of Dublin.



The coastal railway (DART) runs from the Dun Laoghaire Station (3 minute walk) northwards to Dublin City and beyond, and southwards to Dalkey, Bray and beyond. Beside the Train station is the local bus terminus. From here you can get buses to Dublin City and to the west of the city. The 46A S8 and L25 routes are useful for accessing some of the accommodation options in the accommodation section.

Live bus and train timetables are available by downloading the Transport for Ireland app. Search **TFI Live Ireland** in the app store or the play store to download.

International Travel

Dublin Airport

Dublin airport is 23 kms from the Club in Dun Laoghaire. It is served by a large number of international airlines.

Journey times by car will vary from 40 minutes to 1 hour and 20 minutes depending on the time of travel.

The best public transport link is the Aircoach, route 703. This serves both terminal 1 and terminal 2 in Dublin Airport and stops in the centre of Dun Laoghaire – about 5 minutes from the club. It also serves the Maldron Merrion Hotel and the Killiney Castle Hotel.

Expect a journey time of 1 hour from the Dublin Airport to Dun Laoghaire.

Ferries

Dublin Port

The closest ferry terminal is Dublin Port. It is 12 km from Dun Laoghaire and expect a car journey of around 30 minutes.

It has direct car ferry links to Holyhead in Wales (Irish Ferries and Stenaline), and Cherbourg in Northern France (Irish Ferries).

Rosslare

Rosslare Europort is located 146 kms south of Dublin on the south east corner of Ireland.

It has direct ferry services to Pembroke (Irish Ferries), Fishguard (Stenaline) both in Wales, Cherbourg in France (Stenaline and Brittany Ferries) and Bilbao in Northern Spain (Brittany Ferries).

Cork

The Port of Cork is 275 kms from Dun Laoghaire. It will take around 3 hours and is has a ferry service to Roscoff in northern France. (Brittany Ferries).

Belfast/Larne

Belfast is 183 kms (2 hours 30 minutes) and Larne 212kms (2 hours 45 minutes) from Dun Laoghaire. Stenline operates a ferry service Between Belfast and Cairnryan and P&O ferries operates between Larne and Stranraer.

Ferry company websites

Irish Ferries <https://www.irishferries.com>

Stenaline <https://www.stenaline.ie>

Brittany Ferries <https://www.brittany-ferries.ie>

P&O Ferries <https://www.poferries.com>

Accommodation

There is a number of accommodation option in the area. The hotels tend to book up quickly.

Hotels

The Royal Marine Hotel

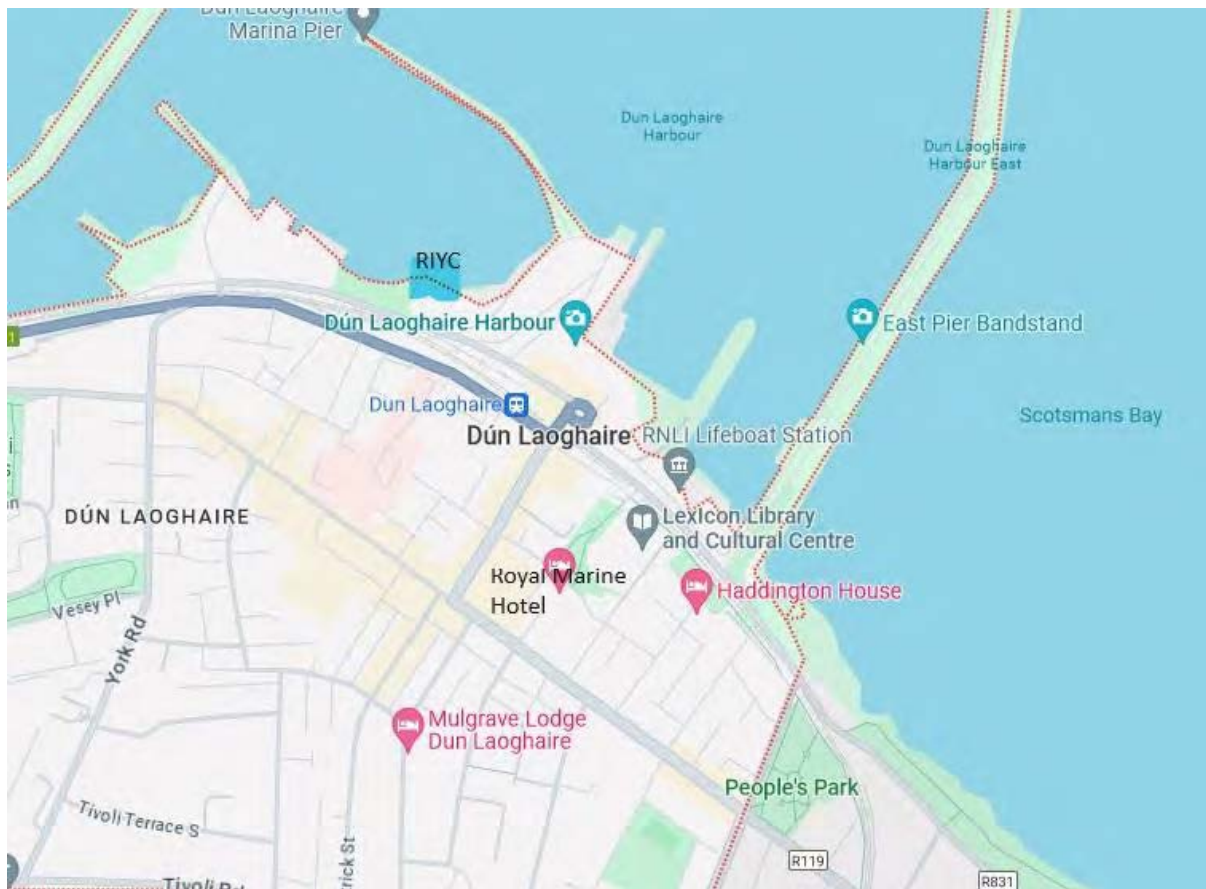
<https://www.royalmarine.ie>

This hotel is a 5 minute walk from the RIYC.

The Haddington House Hotel

<https://haddingtonhouse.ie/>

This hotel is a 7 minute walk form the RIYC.



The Maldron Merrion Hotel

<https://www.maldronhotelmerrionroad.com>

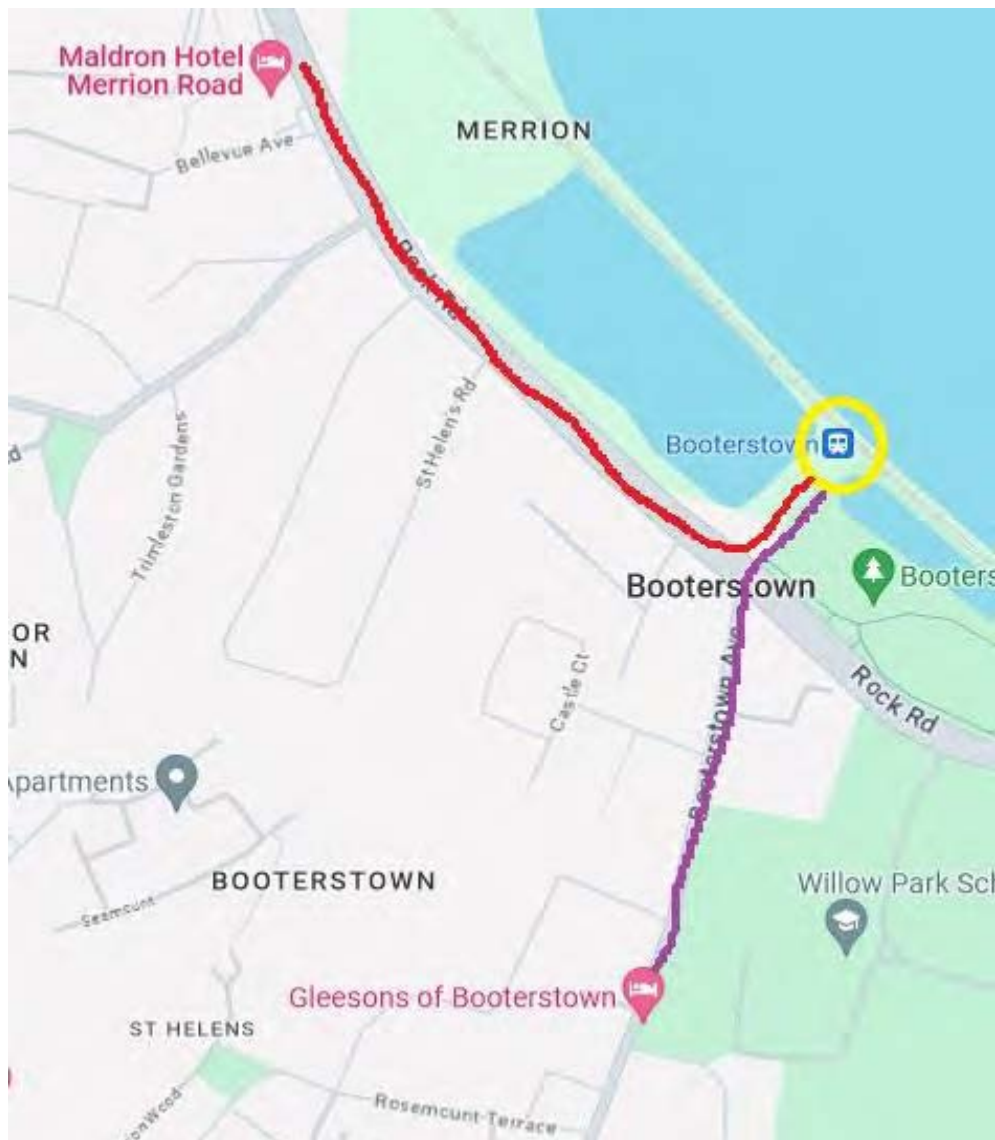
This hotel is a 5 minute walk from the Booterstown DART station. From Booterstown station it is 9 minutes to Dun Laoghaire station. Booterstown Station is circled in red below with the route to the station marked in yellow.

Gleesons Hotel

<https://www.gleesons.ie/sleep.html>

Gleesons is a 3 minute walk from Booterstown DART Station.

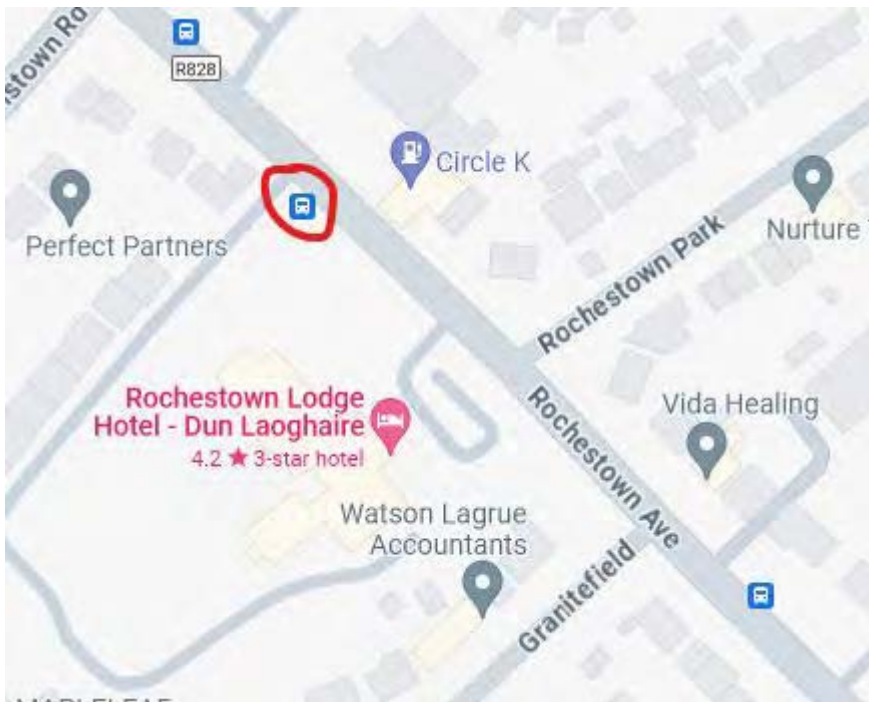
Both hotels are on the map below with the routes to the dart station indicated in red and purple.



Rochestown Lodge Hotel

<https://www.rochestownlodge.com/>

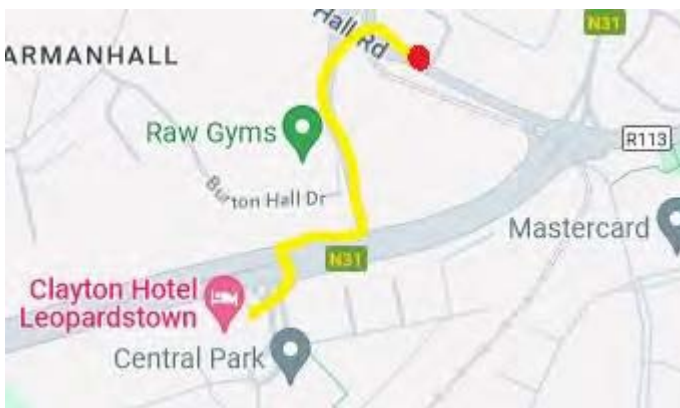
This hotel is a 2 minute walk to a bus stop (circled in red) and then take the 7A or 45A to Dun Laoghaire Station.



Carlton Hotel, Leopardstown

<https://www.claytonhotels.com/>

This hotel is approximately 30 minutes away by bus. It's a 7 minute walk to the bus stop indicated in red on the map below. From there take the S8 to Dun Laoghaire



The hotel is approximately 25 minutes by bus from Dun Laoghaire Station. The 59 bus route can be taken from either of the two bus stops circled in red on the map.



Guesthouse Accommodation

Dun Laoghaire is well served with smaller guesthouse accommodation. These are generally cheaper than hotels and offer a variety of accommodation options.

Some have websites and other you will have to phone to check availability.

Mulgrave Lodge

47 Mulgrave St., Dun Laoghaire, Co. Dublin
10 Minute walk to the RIYC

<https://mulgravelodgedunlaoghaire.hotelsol.top/>

Phone: +353 1 2801664

Ophira Bed and Breakfast

10 Corrig Avenue, Dun Laoghaire, Co. Dublin
12 minute walk to the RIYC

<https://ophira.ie/>

Phone: +353 1 2800997

Connaught House

1 Crofton Rd., Dun laoghaire, Co. Dublin
5 Minutes walk from the RIYC

<http://www.connaughthouse.ie/>

Phone: +353 1 2805502

Lynden Bed and Breakfast

2 Mulgrave Terrace, Dún Laoghaire, Dublin,
A96 NA09
12 minute walk to the RIYC

Phone: +353 1 2806404

Windsor Lodge Bed and Breakfast

3 Islington Ave, Sandycove, Dublin, A96 DF76
16 minute walk to the RIYC

Phone: +353 1 2846952

Claremont House Bed and Breakfast

7 Claremont Villas, Off Adelaide Road,
Glenageary, Co. Dublin.
24 minute walk to the RIYC (1.8 km)

<http://claremonthouse.net/>

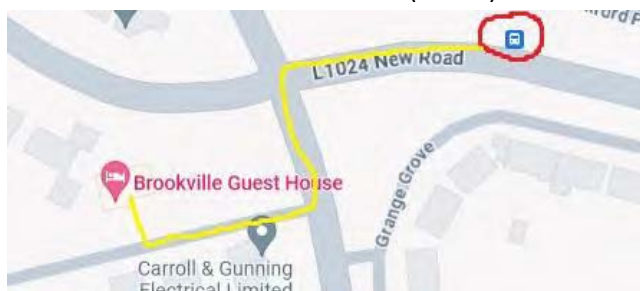
Phone: +353 1 2805346

Brookville House

Brookville Park, Blackrock, Co. Dublin.
Take the L25 Bus from New Road (L1024)

<http://www.brookvilleguesthouse.com/>

Phone: + 353 1 2893693



Coliemore Accommodation

1 Tubbermore Rd, Dalkey, Co. Dublin, Phone: +353 87 181 7034
A96 V8W2

3 minute walk to Dalkey DART station. 8 minute dart journey to Dun Laoghaire Station.

Blackrock Bed and Breakfast

16 Booterstown Ave, Williamstown, Dublin, Phone: +353 86 8373930
A94 P8P2

4 minute walk to Booterstown DART Station. 9 minute DART journey to Dun Laoghaire Station.

Aaron Court

144 Merrion Rd, Dublin 4, D04 TN62 Phone: +353 1 2602631

9 minute walk to Sydney Parade Dart station. 11 minute DART journey to Dun Laoghaire Station.

Air Bnb

Airbnb has extensive listings in the Dun Laoghaire . <https://www.airbnb.ie>

Camper Van Parking

There is an area in the Coal Harbour area of the Harbour where it is possible to park Camber vans for a charge of €4.00 per day or €20.00 per week. Camper vans can only occupy one space.

There are no camper van specific facilities in this area.

The area is indicated in red on the map below.

