



## International Six Metre Association

### Spring Meeting – 5/6 March 2015

*And so, as the great ones go off for their dinner,  
The secretary stays, getting thinner and thinner,  
Scratching his head to record and report,  
What he thinks that they think they ought to have thought.*

The meeting was held in the offices of Lehel Partners, Widenmayerstraße 29, München, at the invitation of Thomas Kuhmann.

#### Present

Matt Brooks	President	MB
Phil Crebbin (Friday only)		PC
Thilo Durach		TD
Robert Gierth (Thursday only)		RG
Ismo Hentula	Treasurer	IH
Peter Hofmann		PH
Ian Howlett		IH
Thomas Kuhmann	Vice President Marketing	TK
Klaus Langenhahn (Thursday only)		KL
Johan Larson		JL
Michael Larsson		ML
Rainer Muller (Friday only)		RM
Robert Owen		RO
Paul Smith	Vice President Racing	PS
Tim Street	Vice-President Classics	TS
Christian Teichmann		CT
Tim Russell	Executive Secretary	XS

#### Action

*The first session opened at 1400 on Thursday, 5 March 2015*

#### 1 Welcome

- 1.1 MB opened the session by welcoming everyone and thanking TK and TD for their work in setting up the meeting. He hoped it would be a working meeting rather than a series of presentations.

1.2 MB listed a number of topics, in no particular order, that he hoped the meeting would address:

- How to deal with boats over the line (OCS) at the start of races.
- Standardised Sailing Instructions.
- The proposal from the Royal Danish Yacht Club (Kongelig Dansk Yachtklub – KDY) to host an event in 2020. TS observed that he believed KDY were waiting for an approach from ISMA, and a response was required soon. (*Secretary's Note: See also Minute 7.13*)
- The future of the Queen Christina Trophy – there was a suggestion it should be hosted by the Pacific North-West fleet next year.
- Documentation of major trophies – TD advised that he had already made a start.
- Progress on building the website.
- Individual trophies for all 'classes'.
- Whether the class should seek to identify an overall winner from among the various divisions.
- The register of boats and its future maintenance.
- Liaison with other Metre classes and the idea of a 'Metrefest'.
- A joint approach to sponsorship by all the Metre classes acting together.
- How to attract younger sailors.

1.3 TK welcomed everyone to Munich. He hoped the meeting would avoid the character of past Annual General Meetings and be a forum for detailed open discussion.

## 2 **Class Status and Recent Developments**

2.1 The Secretary summarised the activity since his appointment.

2.2 There had been good progress in developing an e-mail address list for communication with members and non-members. The Association now had two lists, one a comprehensive list of paid-up full and associate members, and a second list which gathered together the names of all those who had once appeared on the members distribution list together with a number of people who had shown interest in the class or been in contact with the Association. He suggested that the Association needed to develop a third list to include the various clubs we might wish to send information to, and key contacts in the yachting press.

2.3 The Secretary suggested that the Association should try to avoid referring to two separate classes – all boats were measured to the same rule and were members of one class, and if we wanted to differentiate them then we should speak of different 'divisions'. This was particularly important in our discussions with the International Sailing Federation (ISAF) about the numbers of boats required to qualify for recognition as an International Class, and to hold a World Championship. He reported that this second issue was still the subject

of discussion and investigation within ISAF, and a number of other classes had similar problems, particularly when they took their World Championships to more distant venues to encourage the spread of the class. At the moment, if the class sails in two divisions, then the major World Championship trophy (the World Cup) cannot be won by a yacht sailing in the Classic division.

- 2.4 On the organisational front, a number of people had queried why the Association has a Nominations Committee, and the Chairman of the Classics Committee had suggested it was time this Committee was wound up.
- 2.5 On the technical front, the Secretary noted that he had enjoyed a variable response from the members of the Technical Committee, with some members providing useful input and others making no contribution at all. He suggested he could achieve much the same result if he merely had the option to consult 'Honorary Technical Advisers' as necessary.
- 2.6 There were a few minor Class Rule issues to be addressed, including a need to insert a 'grandfather clause' to protect the older boats from the requirement to display an ISAF plaque, since that rule had been introduced after they were built.
- 2.7 Finally, the Secretary asked each national representative to urge their fleet members to make a commitment to the World Championship by confirming their entry. The website of the Société Nautique de la Trinité sur Mer (SNT) showed a potential entry list of 45 boats, but only three had actually confirmed their entry.
- 2.8 In response to a question about his view of the state of the Class, the Secretary replied that, in the years he had been first Treasurer and then Secretary, he had seen no real growth at all in the membership of the Class. He found it particularly disappointing that there were so many modern boats not being sailed. It was agreed that the Association needs to find a way to balance its International vision and its regional strength.
- 2.9 ML asked whether there should be a prize to encourage the older 'modern' boats. It was pointed out that Don Wood's presentation of the Nelson trophy was designed to meet this requirement.

### 3 **New Web Page**

- 3.1 TD gave a presentation on the new website for the Class. He was anxious that there should be a steady flow of news items, and emphasised that he would need to establish national contacts to help supply him with news stories. It was his ambition to build separate galleries for each fleet. But the main problem was to find a way to position the website further up the list of results displayed by search engines. It was noted that the more the website was accessed, the higher it would appear in subsequent search results.

3.2 The meeting discussed the possible interaction between the Association's presence on the web, and Douglas Reincke's 6 Metre International Facebook page. It was recognised that the Association was unlikely to gain any control over Douglas Reincke's page, but nevertheless it had proved to be a valuable source of information and history, and had attracted considerable attention. It was agreed that the Class needed to continue supporting this initiative, and MB would approach Douglas Reincke to explore greater co-operation.

**MB/Exec  
Sec**

*Post meeting note: The Secretary has made an initial approach to Douglas Reincke on behalf of ISMA which has been followed up by further correspondence between Douglas Reincke and the President*

3.3 In parallel with the activity on the 6 Metre International page, TD would separately start a Facebook fan page for ISMA, where the content would be under the Association's control.

*Post meeting note: The ISMA Facebook page is at:  
<https://www.facebook.com/Internationalsixmetreassociation>*

3.4 Other topics that the Website would aim to cover and which are already being addressed include:

- Advice for new entrants to the Class.
- The market for second-hand boats.
- Restoration opportunities.
- A closed discussion Forum. This was already in being, and would be accessible only by members of ISMA. The Secretary had already provided TD with a list of full members, and will supply a list of associate members. *(Post meeting note: Action completed)*

**Exec Sec**

3.5 It was agreed that the website should give access to a register of boats. It was noted that both Basil Carmody and David Elliott had tried to address this problem. Basil's data were in the form of a large Excel spreadsheet, whereas David had built on a 'wiki' structure. It was suggested that a database structured on wiki principles might be more accessible and easier for other class archivists and historians to modify – it was noted that any Class register needs to capture data held by Hank Thayer, Matt Cockburn and Tim Street. It was agreed that the Secretary should contact David Elliott to explore the possibility of using his database as a starting point.

**Exec Sec**

3.6 Website costs. So far TD had absorbed all the costs of establishing the website, but it was agreed that it would be appropriate for ISMA to fund specific aspects such as the cost of an e-mail system that permitted a higher level of activity and larger address lists. There might also be a need to make a contractual arrangement with photographers so that their pictures could be used on the website.

3.7 Finally, TD emphasised that the web page would only remain a vibrant and current source of information if it was regularly updated with new material, and

it was important that each of the national fleets should help by contributing articles and stories.

## 4 Overall Strategy and Priorities

4.1 In a wide-ranging discussion, the following key words and ideas emerged to characterise the Class:

- Easy access – we must try to make the Class more accessible.
- Racing – a key element and the fundamental reason for the existence and development of the Class.
- Cruising – another potential use for the boats, and these boats being a source of boats to be recovered to racing condition.
- Beauty.
- Heritage.
- Hidden boats – there are still boats which might be recovered to the class.
- Maintenance and reconstruction – key elements to be addressed, in terms of establishing best practice and finding ways to minimise costs.
- Inclusivity and participation.
- Precision sailing.

4.2 TS suggested that some fleets were notably more successful than others, citing Finland, Pacific North West, Switzerland (Lac Léman) and to a lesser extent the British fleet. We should seek to use lessons from these fleets to encourage development in Sweden, Germany, France, Italy (Lake Como) and Newport RI. The return of unused boats to the racing fleet was being hampered because nearly all the boats on the second-hand market were unrealistically priced and too expensive.

4.3 It was noted that the Class needs to seek a contingent of younger (age 30 – 50) owners and crew. This might be facilitated by encouraging the more modern boats, which were generally cheaper to bring back into commission than restoring an older classic.

4.4 In considering the cost implications of owning a Six Metre, it was suggested that the Class might appeal to owners of IOR boats seeking to downsize to something more manageable which did not require so large a crew. The idea of a 'Metrefest' (see Minute 1.2) might be another way of exposing the Class to owners of larger boats (Eight Metres and Twelve Metres) looking for a more affordable boat but with similar sailing characteristics.

4.5 The meeting explored the idea of establishing one or more 'boat pools', perhaps purchased and fitted out with sponsor funding. However it was accepted that the Association was not in a position to fund or manage such a project at this time.

4.6 It was agreed that the acquisition of one or more sponsors would be of great benefit, either from outside the Association or within it. TK offered to produce

some proposals for internal sponsorship.

- 4.7 There was a need to offer regular fleet racing. Unless and until this was done, ownership of a Six Metre would always seem to be an expensive option if it provided only limited opportunities to use the boat. In this context, the meeting noted the strength of the Finnish fleet, which was based on:
- An active local organisation
  - Attracting the top sailors – it was the principal keelboat class in the country
  - Strength in depth through having participating clubs and boats close together
  - Attracting owners with the financial resources to own and maintain the boats.
- 4.8 Similarly the Pacific North West fleet enjoyed the strength of continuity, and the encouragement of an active promoter.
- 4.9 One option might be to structure the programme to provide more racing at each championship venue. But transport costs remained the overwhelming problem.

*Thursday's session ended at approximately 1830.*

*Friday's discussions commenced at 0930.*

RM joined the meeting, and expressed his regret that he was not able to be present for both days. He encouraged the Class to commit to the World Championships scheduled for Vancouver in 2017, and this invitation was received with applause.

## **5 Priorities for Communication Strategy**

- 5.1 TK was keen to adopt at least some of his proposed strategies. In the light of budget constraints, MB suggested he should propose the five that he believed were most important.
- 5.2 TK noted that the Association had already committed to appointing Fiona Brown (FB) to handle publicity for the World Championships at La Trinité. He was concerned at the lack of effort coming from SNT, and looked to FB to produce an event website, as she had done for the Europeans at Falmouth. There was widespread concern that so few of the prospective entrants had confirmed their entry. It was agreed the Secretary would e-mail all those on the list of entries to encourage them to sign up for the event.

**Exec Sec**

*[Post meeting note: Stefan O'Reilly-Hyland will contact the boats in the French fleet. The Secretary has contacted all the others shown as prospective entries, except for two where the e-mail addresses are not yet available. An event website has been set up at: <http://6metreworlds.com/> ]*

5.3 In the discussion of the budget, there was some question of the role of the hosting club, and some scepticism about FB's involvement. It was explained that FB had been engaged by ISMA to generate publicity for the Class in general, not just to publicise the championships. However she had advised that the best way to publicise the Class was to build the publicity round specific events, and the Association's major championships provided this opportunity.

5.4 TD emphasised the need for 'stories' to generate interest. It was accepted that general publicity for the Class may not have a specific local application, and restoring interest and involvement in local fleets was a separate problem. This would best be achieved by focusing on personalities, and such stories had to be generated locally.

5.6 The meeting endorsed the existing approach to publicity, but emphasised that the association needed to plan for continuity, and it was suggested that the Public Relations strategy should follow a rolling three-year programme. The existing contract with FB was approved. It was noted that further commitment would have to be reviewed by the Board after La Trinité because FB's activities would still be in progress at the time of the AGM.

**Board**

5.7 TD noted that there could be a number of incidental expenses connected with the website, and it was agreed to approve a budget of €1,000 for this purpose. This could be covered on the basis that the draft budget has provided for FB to act as website editor; since she is not contracted for this a relevant provision can be re-assigned. The Secretary and Treasurer would amend the budget accordingly.

**IH/Exec  
Sec**

*The meeting continued to discuss a wide variety of topics which might help encourage the growth of the Class.*

5.8 MB was concerned that ISMA has no formal legal identity. At the moment it is merely an informal association of like-minded individuals. TD was concerned that there might be a need to pay for web facilities which could imply an unacceptable liability on whoever placed the contract. It was suggested that this aspect might be covered by establishing a UK company limited by guarantee, which would protect members of the Association from individual liability. The Treasurer would investigate the legal status of the Association and the Secretary would explore the option of setting up a UK company.

**IH/Exec  
Sec**

5.9 The meeting also discussed the issue of protecting the Class's identity in some way. Initial investigations had suggested that trade-marking a logo or registering a design would be extremely expensive for world-wide protection and even then might be difficult to enforce. It was agreed that the Association would simply try to maintain consistency, and establish its identity by custom and practice.

5.10 It was suggested that a monthly tele-conference between Board members

would be useful, and the Secretary would investigate the capabilities of Skype **Exec Sec**

5.11 RM considered that nevertheless an annual face-to-face meeting such as this was very valuable, and suggested this might be built round a winter skiing event. It was agreed that any associated sports activities must not be allowed to detract from time for discussion.

5.12 There was a need to refine the structure of the AGM, which was often an uncomfortable distraction from sailing when it took place in the middle of a championship. MB suggested that ISMA might host this as a social event to encourage participation, and it might be combined with the opening party.

*Post Meeting note: The Secretary is in discussions with Stefan O'Reilly-Hyland about the timing of the AGM. It might be too difficult to combine it with an opening party this year, since this is also the prize-giving for the warm-up event.*

5.13 The main focus will have to be making the AGM a simple and stream-lined event, with any contentious discussion outside the meeting. To this end it was agreed that the Secretary will circulate a draft agenda 60 days before the meeting, asking for contributions and papers for discussion. A final agenda, with formal proposals on which a vote might be taken, will be circulated 30 days before the meeting, to allow fleet representatives to discuss proposals within their fleets and finalise their voting intentions. **Exec Sec**

5.14 Now that Beat Furrer was no longer producing a Journal twice a year, there was some debate about whether the Association needed a printed document for publicity purposes. Ideally this would be self-funded, by donations, sponsorship or advertising. It could provide a valuable way to reach an audience who were not actively searching for information about the Class, if for instance copies were sent to clubs for general distribution. JL tabled an example which had been produced for the International Dragon Class, noting that Fiona Brown was responsible for its production. It was agreed that the Board might discuss this further with FB in La Trinité. **Board**

5.15 It was agreed that the Association should make some provision for displaying the identity of the Class at events, by holding a stock of flags to be flown on committee boats and on club flagstaffs.

5.16 In terms of getting the website more visibility outside the Class, there had been a positive response from the other Metre classes who had agreed to share links. MB noted that there was a proposed meeting in New York where there would be an opportunity to discuss with other classes a joint approach to potential sponsors.

5.17 The Vintage Yachting Games might provide another opportunity to gain exposure for the Class. The Secretary explained that this is managed by a group based in the Netherlands, which runs a regatta every four years for

those classes which used to sail in the Olympics. There should be an opportunity for the Class to enter if it wanted to do so. The event in 2016 was to be held at Weymouth 17 – 25 June, which could fit well with the Europeans in Brunnen that year which were programmed for 8 – 20 July (including the warm-up event).

5.18 CT referred to the summary of costs that the RC44 Class makes available to prospective owners, and suggested that such information might provide encouragement to consider building modern boats. He explained how he had first been attracted to the Class, and as a representative 'younger owner' he agreed to act as the 'junior recruiting officer' for the Class. RO volunteered his son Tom Owen as another younger person involved with the Class who might help in this respect.

5.19 It was agreed that nothing would sell the Class better than exploiting opportunities to get prospective new owners on the helm of boats. This would be facilitated if there was a pool of boats available to offer the experience, and RM suggested that a pool of four identical modern boats with a simple layout would be the ideal. There might be some potential for designing the boats so that the hull and keel could be separated for transport and towed as two separate loads, to avoid the need to move each boat as an indivisible load which required a specialised towing or transport capability.

5.20 It was agreed that the boat pool would be a significant benefit to the Class if it could be provided without being a drain on the existing limited budget. Such a pool might be used to encourage 'junior' or 'youth' sailing teams, or a 'Six Metre Academy'. PC drew attention to the successful format used elsewhere, where a competition among junior teams was held with the winner going forward to a place in that year's championship.

5.21 It was noted that there were a number of trophies which had been presented to encourage particular groups of boats, but there was nothing specifically to encourage boats built to the First Rule – the KSSS Cup is for both First and Second Rule boats)

## 6 **Race Management Proposals**

6.1 PS reviewed progress in improving race organisation and management. Following a discussion at Falmouth about the difficulties experienced by some owners in getting their boats measured, an advice note had been written and published in the last ISMA Journal (ISMA Journal 2/2014 page 23). Because the weather at the last European Championship had meant no result could be declared, it had been suggested that the Europeans might be re-run in 2015 in the run-up to the 2015 Worlds. For a number of reasons this idea had proved to be impractical.

6.2 Feedback from the Europeans showed that a number of competitors would welcome some method of advising which competitors were over the line (OCS)

after an individual recall signal. The issue had been the subject of a discussion paper published in the last ISMA Journal (ISMA Journal 2/2014 page 9). The meeting agreed it would like to see a provision in the Sailing Instructions for a VHF broadcast to be made at a suitable interval after the start, and the Secretary will advise SNT accordingly.

**Exec Sec**

6.3 The Association had made considerable progress in developing a standard and consistent set of sailing instructions, and it was intended that the instructions used at La Trinité would follow the format used at Falmouth.

6.4 In the longer term, PS and the Secretary would work on developing a written statement of requirements for future championship venues, along the lines of those used by other classes such as the International Dragon and the Mumm 30. These would set out the guidelines for deciding what would be a suitable venue, and the facilities that the Class would expect the Organising Authority to provide.

**PS/Exec  
Sec**

6.5 Discussion at the meeting had suggested that the Queen Christina Trophy was a very successful format in terms of fostering social connections between fleets from different countries, and the same format might be suitable for introducing new sailors to the class in a relaxed and 'fun' setting. It had been suggested that the competition might run again, in the same format, in 2016 in Vancouver to introduce sailors to the World Championship venue. However the format of the Queen Christina Trophy had been somewhat prejudiced by some serious damage to boats which made owners reluctant to make their boats available.

6.6 In response to a request for more 'fun' racing, PS will look at different race formats, including short courses, courses round existing fixed marks ('round the buoys') and long distance or passage races, and would consider where such races might be fitted into the programme.

**PS**

## **7 Other Class Issues**

7.1 MB invited delegates to the meeting to raise any other individual issues which affected them regionally or the Class as a whole.

7.2 RM observed that a key issue was the need to attract and maintain the interests of younger sailors, and he described how the North West fleet was managing to do this. He was concerned that potential racing venues should have the appropriate infrastructure for technical support.

7.3 In terms of encouraging the Class, RM believed there was scope to revive match racing events such as the Seawanhaka Cup. It was noted that Chris Museler had already forwarded a proposal from the Seawanhaka Corinthian Yacht Club to be considered as a World Championship venue.

7.4 PH suggested there was potential to foster cross-continental exchange, mentioning the Finnish fleet in particular.

- 7.5 The requirement to re-validate measurement certificates every four years was questioned. Some owners experience difficulties, especially when a measurer has to travel a considerable distance, and TD suggested that the weighing and flotation checks could be a facility offered at championships. On the other hand, it was pointed out that for a valid weighing there are detailed requirements determining what equipment must be on the boat, and preparation for weighing could interrupt the flow of boats being launched. Furthermore, the venue might not offer the calm water conditions required for flotation checks. The result could be that owners might find they had come to a regatta venue and were then unable to re-validate the boat's certificate before the competition.
- 7.6 PH was keen to re-open the question of whether the Class would allow Velocitek instrumentation. In a lively discussion, many delegates suggested that they did not wish to compete in a class where electronic navigational aids were in use. However it was agreed there was no reason why the question should not be submitted to the next AGM. *(Secretary's Note: A proposal to allow the Velocitek Speedpuck was debated at the AGM held in Newport in 2009 and not accepted)*
- 7.7 TD emphasised that he wanted to see and inject more emotion on the website. On the topic of German fleet participation, he saw little prospect that the large number of Six Metres on Lake Constance would travel away from home and get involved in international competition.
- 7.8 TD suggested that the Association might consider adopting an idea for an identity plaque, to be issued (or sold) by ISMA to owners, which would act as a verification of the identity of the boat and its history. In discussion, it was pointed out that the information would have to be very carefully verified if it was to have any value, and the Association would be held liable for its accuracy. There was some debate about the appropriate material for such a plaque, noting that it should not be too heavy and must have some protection against unauthorised alteration. It was agreed that the Association probably has more important issues to pursue at this time.
- 7.9 It was suggested that, to develop a higher public profile, the class needed more major events, and one option for consideration would be to hold a European Championship every year, regardless of whether and where there was a World Championship in the same year.
- 7.10 PS said he had found the discussion of the marketing plan very useful. He was concerned that development and further spread of the Class was being hampered by unrealistic prices being asked for second-hand boats.
- 7.11 TK observed that transport costs for a Vancouver World Championships were challenging, though other options such as buying or chartering a boat locally might be an option for some people. RM agreed that the North West fleet were

very conscious of the problem and he asked for some budgetary guideline which might determine whether European boats were prepared to travel. MB suggested that a precursor event, perhaps at Newport in late 2016, might make the event more attractive, though the current status of this proposal is uncertain. A concern for many owners will be the time the boats spend in transit. It was suggested that between 10 and 15 European boats in Vancouver was a realistic expectation.

- 7.12 It was generally accepted that the idea of a radical change to a Fourth Rule is not the way the Class wants to go, and there was still considerable potential to explore design developments within the existing rule. RM believed that there was scope to make new boats more 'user friendly'. PC supported the idea of pool boats, perhaps sited at the location of that year's main event. He suggested the opportunity to compete in one of the boats at the championships might be an enticing prospect that could be offered to young crews. PC spoke eloquently about the attractions and challenges he had experienced sailing in the Metre classes, which provided a unique sailing experience not found elsewhere, and he felt that the Class needed to ensure its distinctive character was maintained; it was a valuable marketing attribute.
- 7.13 The meeting considered whether there should be some strategic decisions for future championship venues, and to what extent the fleet should be prepared to travel to those venues where the home fleet was reluctant to support other international locations. JL suggested that Cannes should be considered as a future venue, perhaps just before or just after the Régates Royales so that the event could take advantage of the same facilities. Other Mediterranean venues such as Monaco were considered, but Monaco in particular is less well endowed with suitable berthing or sailing conditions. TS pointed out that a seven year planning policy was introduced at the 2006 AGM and discussions were held on future venues. A plan based on alternate North-South championship venues was agreed and the first seven year plan set out to 2013. This was extended to 2017 at the 2009 AGM. An updated seven year plan is now required. The current venues in use were all discussed and approved at the 2006 AGM.
- 7.14 JL also advocated the benefits of collocating boats – he evidenced a very successful event that had been arranged by gathering a small fleet of boats in Stockholm which gave the fleet excellent exposure to the public.
- 7.15 RO said he had found the exchange of views most valuable. He saw the most important challenges as increasing the visibility of the class by getting more boats competing on the water, coupled with ensuring that the right information was available in an accessible format.
- 7.16 Rule Changes. The Secretary observed that there a number of minor changes required to the Class Rule, to correct errors, to 'grandfather' rule changes and to incorporate changes that the Class had already been agreed and interpretations that already existed. He proposed that, since none of these

changes would adversely affect any existing boats, they could be processed as administrative changes without seeking the approval of the Class. This was agreed. PH noted that he believed there were a number of 'grey areas' in the Rules that needed to be clarified.

## **8 Decision Points for AGM 2015**

- 8.1 It was agreed there was scope to simplify the organisational structure of the Association. The need for a separate Nominating Committee had been questioned, observing that most comparable organisations were able to manage proposals for management succession from within their Board or committee. It was agreed to submit proposals to the AGM to amend the Association's By-Laws accordingly.
- 8.2 TS questioned the further need for a Classics Committee. It had been formed at a time when the owners of classic boats needed encouragement to join in races, and to further the search for boats which might be brought back into commission. Those objects had been largely achieved, and there was no real need for a separate decision-making body. The other role of the committee members, in acting as a source of information, would continue to help build up an accurate database of information but this did not need a committee structure. Since the existence of a Classics Committee was not enshrined in the By-Laws, there was no need for any change to the Association's formal structure, and the committee could simply be allowed to disappear.
- 8.3 The Secretary observed that his consultations with members of the Technical Committee had produced a variable response, with some members providing useful feedback and other making no contribution at all. He believed that, as secretary to the existing Technical Committee, he could pursue much of its remit just as effectively and more simply by maintaining a dialogue with technical advisers such as IH whose input continued to be invaluable. It was agreed that the Association should review the status and composition of the Technical Committee. It was suggested that the Association might instead add another position as Vice-President (Technical), but IH advised that he was entirely happy to continue his contribution with no special title. The Secretary would prepare the necessary proposal for an amendment to the By-Laws for consideration at the AGM.

**Exec Sec**

## **9 Closing Remarks**

- 9.1 In his closing remarks, MB thanked TK and TD for all the work they had done to help re-establish the identity of the Class. He noted that there were two issues where no specific discussion had taken place, or where no conclusion had been reached: the issue of whether the Class should have some mechanism for declaring an 'overall winner' at its championships, and whether the Association should get involved in sanctioning and issuing an 'identity plaque to verify the identity and status of individual boats.

9.2 The meeting closed with general thanks to TK and the supporting staff in his office for so generously and effectively supporting the meeting.

*The session ended at 1730.*

Tim Russell  
Executive Secretary  
ISMA  
23 March 2015