

## Annual Meeting Agenda International Lightning Class Association

Rochester YC, Rochester, NY  
August 16, 2016

1. Call to order
2. Roll Call of Fleets
3. Minutes of the last meeting
4. Reports of Officers:
  - a. President's Report - Victor Lobos
    - i. Temporary Amendments passed in Governing Board Meeting
      1. (A) - to hold 2017 NAC with no qualifier, sail in one Fleet
      2. (B) - to hold 2018 NAC in July
    - i. Amendment (c) passed at the Governing Board- Change to Plans and Specification Jib Window
    - ii. Amendment (D) - Change to Plans and Specification - Main sail / number/ letter/ emblem layout was referred back to committee.
  - b. Chief Measurer's Report - Bill Clausen
  - c. Treasurer's Report - Todd Wake
  - d. Secretary's Report - Todd Wake
  - e. Vice Presidents and Committee Reports
    - i. North American Championships – Josh Goldman
      1. 2017 - CYC, Wrightsville Beach (Sept 21-24)
      2. 2018 - MBYC, San Diego (proposed July 23-27)
      3. Still looking for 2017 and 2018 WJM Host in August
    - ii. ILCA FUND Report - John Faus
    - iii. FL District Commodore - Bill Mauk
    - iv. Other reports from the floor?

Other – Reference to attachments:

Secretary, Technology, Classic Boats Report, History Fund, Brazil District

5. Charters ratified or revoked -
  - a. None at this time
6. Ratifications of Executive Committee Rulings
  - a. None at this time
7. Unfinished Business:
  - a. Constitutional Clarifications and NOR and SI's Template are still in need of further work before final considerations can be made.
8. New Business
  - a. Nominating Committee Report - Debbie Probst
    - i. Slate of 2016/2017
  - b. Other

## 9. Adjournment

(Reminder next meeting will be in St Petersburg, FL in March)

### **Written Reports -**

#### **Secretary's Report: Todd Wake**

I along with other Lightning Class volunteers have been looking into technology that can help the ILCA run more efficiently and better serve its members. Management of our membership database and processing of renewals has been identified as an area where we need to do better. We also realize that our current website needs to change with the times and become more friendly for the users and administrators. We are leaning on our tech savvy members such as Kevin Morin and Larry MacDonald's IT department to help identify and facilitate testing of these solutions.

The goal is to find a solution that allows the executive secretary to focus on administrating ILCA operations rather than being an "IT" department. The new solution would also facilitate things such as automatic renewals that have been discussed for so long but never implemented. The cost of the new site would be offset by eliminating the IT support we are currently outsourcing and increased productivity in the class office. It is also likely that this new software will allow us to do online regatta sign up and management in house. We hope to test this software in the fall of 2016. If we are happy with the new solution we would look at implementation in early 2017. Any questions should be directed to me, Bill Wiggins or Kevin Morin.

#### **Report from Kevin Morin:**

Lightningclass.org has served its purposed for years. When it was created, it allowed for results to be posted, content to be shared, and membership management. It has been enhanced year over year. Over the time period that it has been in place, the tools available to make such sites have matured, and there are literally 100's of viable off the shelf options available (most of which didn't exist when lightningclass.org was created).

A number of people in the Class including Bill Wiggins and Larry MacDonald (and his team at North) have spent many hours reviewing options and have come up with a list of the top sites that really seem to fit the bill. I have a technical background that focuses on web based database systems. Accordingly, Bill asked me to checkout one of the top sites, clubexpress.com. I am impressed with the solution. They are looking for a large sailboat Class to subscribe to their service. So, I expect they will likely give us a big discount in exchange for us promoting the success of the tool (if we end up implementing it and are happy with it).

The major benefit to off the shelf solutions like clubexpress.com is that they spend huge amounts of time on R&D making the product more powerful. This makes their offering far more capable than one we could build out. When picking a complex software package, one of the most critical components is the ability for the software to be altered if necessary. Many of the tools on the market do not allow for customizations. You have to conform to their system. Clubexpress.com is not like that. If we need something special built out, they will build it out for us. There are a number of other top sites that would work well for us. My recommendation is that we test several of these sites out in some of the bigger Districts. We can use it to manage renewals and manage regattas. At the end of the period, we can gather feedback and determine which solution fits us best.

Kevin J. Morin

*Chief Technology Officer, Macro Connect, Inc*

### **Classic Boat Report: Robert Astrove**

Over the past year interest in classic Lightning's has grown. My sense is that more people are restoring boats and that the discussions around the boats, for this geographically diverse subset of the class, are continuing at a strong level. As one indicator, our yahoo group online presence is going to exceed over 1000 messages per year for the fifth consecutive year.

Another indicator of strength we had 14 boats for our annual classic boat regatta held in conjunction with the Champagne Regatta at Keuka Lake in June. Congratulations to Laura Jeffers, this year's winner who borrowed a boat to join us. We hope more of you will consider joining this event in the future. It is our pleasure to find loaner boats. Sailing an old wooden lightning is pretty much the same as the modern glass boats, just more fun! Some think a wooden boat is more work. Wrong, that is part of the fun!

A few traditions continued. We had just one boat "sink" this year. It was rescued and will be back next year. Another tradition is that in the classic fleet our awards are made by our members and of course are wood. This year Tim Grady (FL) and Doug Dixon (NY) raised the bar on trophies with a combination of half hulls, and baby Lightnings.

The biggest story this year is really more appropriately a subject for the "History" report, concerning the locating of the original wooden mold used by Skaneateles Boat Company and the process of getting it moved to the Finger Lakes Boating Museum where it will be part of their collection. ILCA Historian, Corky Gray, will be providing more details in his report, but I need to give special thanks and recognition to Corky and Craig Thayer for their efforts to make this happen.

We in the classic group continue to develop what has become a strong relationship with the Finger Lakes Boating Museum which now has a large facility in Hamondsport, NY with well equipped workshops. We are exploring with them the concept of a "Lightning Lab" focused on classic Lightnings.

In closing, If you know of anyone with a classic lightning, please let them know we have an active group dedicated to helping people maximize the enjoyment they get from their boats.

### **The Huntsman History Fund: Clayton Gray**

The Lightning Class is approaching its eightieth anniversary. We are now thirty years into our second half-century. Looking back we see that the first fifty years are the foundation of the Class we are today. In those years 14,400 numbers were issued and 502 fleets were chartered. These years are the ones we are examining in our upcoming book. Clearly the years from 1938 to 1988 show a rise, peak and decline in participation in the sport of Lightning racing which mirrors centerboard class racing in general. Our story is the story of modern small boat sail racing, a story of equalizing opportunity for anyone to excel in the fairest test of skill in sailboat racing. John and George Barnes are among the principal founding fathers of our Class. Their Skaneateles Boat Company is the birthplace of our boat. They shared the vision of our founders of building a national one-design class accessible to builders both amateur and professional. To that end they would forgo exclusive rights to build the boat and would bank on their clever building methods. Critical to the success was the use of a solid mold allowing them to produce a hull a day much like our builders can today. Remarkably that mold has survived in the ruins of the Mill St. plant in Skaneateles. We have an opportunity to work with

both the Skaneateles historical Society (SHS) and the Finger Lakes Boating Museum (FLBM) at Kueka Lake, NY to rescue the mold and preserve it for the future. The mold will be housed at the FLBM. The importance of the mold to the Class is that is tangible evidence of the forward thinking of our founders. This innovative building method was the secret to the Class's rapid early development. This mold should prove to be the oldest surviving sailboat production tool in existence. Like us, both the Snipe and Thistle Classes have their #1 boats surviving but only we would have our original tooling. There is even a possibility the mold could be used to build another Lightning, something that would attract a lot of interest in the sailing press. The Skaneateles Boat Co. Lightning building mold was the very beginning of our climb to 15000+ boats. The Huntsman Fund will be used to make suitable Grants to assist in the work of moving the mold to FLBM and to photo document the mold. Craig Thayer has volunteered to lead the recovery project with assistance from the FLBM staff. The Huntsman Fund Committee has recommended making two Huntsman Grants of a thousand dollars each to the SHS and the FLBM to assist in moving, preserving and documenting the provenance of the mold.

**Brazil District: Thomas Sumner, Brazil VP, BRA 14894**

Brazil has had a slow start in 2016. In part due to current economic crisis that is believed to be the worse the Country has ever experienced and because of the more dense sailing schedule prior to the Toronto Pan Am games. It seems many teams are giving a rest or currently focusing on other classes.

Despite the slow momentum, Brazil had two teams in the youth worlds, with contending Champions retaining their title winning all the races they sailed. Impressive, and hopefully this will continue to attract juniors to race Lightning in Brazil in the following years.

Second semester seems promising, as we will have our National Championship in September in the State of Paraná where we have been developing a Lightning fleet for the past couple of years. We will also be hosting the South American Championship in Guarapiranga Lake, São Paulo in December. These events are great opportunities to put the class back in evidence in Brazil. During our nationals in September, I will check with Lightning sailor in Brazil of alternatives, ideas to develop the Class, junior sailing in the Country.