

## ILCA Annual Winter Meeting

### Minutes – April 25, 2020 via Zoom –Approved August 2020

**Attendance:** Meeting Chair, Hugh Hutchison, Quorum achieved by Proxy.

President Hutchison called the meeting to order at 10:04 AM

**Roll Call of Fleets:** 6, 12, 16, 25, 27, 36, 42, 50, 51, 70, 75, 79, 85, 90, 109, 112, 126, 146, 173, 187, 189, 194, 196, 228, 253, 265, 266, 283, 286, 329, 332, 405, 415, 429, 484, 488, 493, 501, 509, 511, 525 and 527. With proxies from Fleets 121, 135, 192, 274, 510, 512, 516 and 524. Quorum achieved.

**Meeting Minutes** from Annual Winter Meeting August 2019 were presented, Bob Shapiro made a motion to dispense the reading and approve as submitted, Bill Bogardus seconded, all approved - motion passed.

**President's Report:** Hugh Hutchison – written report

It's fair to say that virtually every report or communication published these days starts with the observation that these are unique times, and they are. I certainly never expected nor intended to write a Mid-Winter report on Class activities in the context of the current circumstances. Unfortunately, like everything else, one design sailing has been totally disrupted by the pandemic and will be for an indefinite period of time.

While the Executive Committee and the various Vice Presidents and organizing authorities are proceeding with plans for the 2020 season as best they can, none of us is sufficiently clairvoyant to accurately predict when and to what extent the restrictions related to the COVID 19 virus will be lifted. Discussions regarding schedules and contingency plans have been underway from the time that the Southern Circuit had to be cancelled. A number of regattas have already been cancelled or postponed. Information related to those schedule changes can be found on the Class website. The Class will keep everyone current on any further scheduling decisions as soon as they are finalized.

First things first. The health and welfare of our members will always be paramount. Lightning sailing and Lightning regattas are not "essential activities." (Yeah, I know, I know.) I do not anticipate that any regatta will be conducted until we are absolutely assured that the danger is under control.

In advance of the Southern Circuit, the Executive Committee engaged in a number of discussions about how best to approach the potential risk for our members, even though we were at the very threshold of any national concern. The discussion initially considered any risk to be remote and the thought was that the events could proceed with sailors being reminded that they participated at their own risk. However, the more the subject was discussed, the more we became convinced that we should not be putting our members in the position of having to weigh their desire to sail against concerns for their personal health. It was on that basis that we determined that the only realistic course available to us was to cancel the Circuit. I am proud to say that our evaluation and decision predated any announcement from the NCAA, the NBA, MLB or any other significant athletic organization that they, too, had reached the same conclusion. It was a thoughtful decision. It was the right decision.

Looking ahead, the same sensitivity to the welfare of our members will apply. This may have an overlapping impact on scheduling in a number of ways. This year is a qualifying year for the 2021 World Championships to be held at Wrightsville Beach, NC. If District Championships have to be postponed or cancelled due to health concerns, that will have an impact on scheduled Area Championships. Since Area Championships are qualifying events for the Worlds, if one or more Area Championships have to be postponed or cancelled, there will be a direct impact on the Worlds, as currently scheduled. The Executive Committee is acutely aware of these considerations and is actively weighing the options available to the Class.

If we can't look forward with any certainty, we can certainly look back with pride. 2019 and the initial months of 2020 were a resounding success. I do not intend to review all of the successful events as detailed reports have already been published in Flashes. Nevertheless, the Pan Ams displayed the truly international character of the Class. The NAs and WJMs at BCC measured up to every expectation and the South Americans in Peru were well attended and very competitive. The Florida Winter Circuit is clearly gaining traction with increasing interest and attendance each year. Unfortunately, it does not appear that we will be able to build on these successes in the immediate future through no failing of the Class.

Nevertheless, I want to highlight a couple of priorities that I believe are crucial for the Class. The first is to support and encourage participation by younger sailors. I am pleased to report that a number of our regattas have seen significant gains in year over year participation by under 30 skippers and crew. Every effort should be made to continue this trend as it represents the future of the Class. I encourage every fleet, and every member, to get involved in supporting and expanding youth sailing in the Lightning Class.

Along the same lines, the Boat Grant program continues to thrive. This year the program has expanded and awarded three boats to deserving younger sailors. The entire Boat Grant team, and especially Matty Schon and Greg Fisher, are to be congratulated for their efforts.

Another of our priorities is to enhance communications within the Class. To that end, our Class Secretary, Dave Stark, has picked up the mantle and is overseeing a resurgence in our communications program. I am happy to report that Monica Morgan has agreed to assist in our publication effort and has already had a direct impact on that process. The most recent edition of Flashes is a clear example of upgraded communications and all involved in its publication deserve kudos. A schedule for publications and dates for submissions of material to be published appears on the website. Members are encouraged to submit materials bearing on matters of interest to the Class.

Finally, I, and all of us, continue to place heavy reliance on the efforts of our Executive Secretary, Laura Jeffers. We could not succeed without her.

We are continuing to monitor events and are anxious for everyone to remain engaged with the Class. If you find yourself at home with time on your hands, uncover the boat and get those little things you've been meaning to do done. Check out the Class YouTube site and watch hours of daily debriefs and lightning labs. Write down your favorite thoughts about Lightning sailing. Share those with Laura so she can share them with the Class. Organize a Fleet or District call. Stay connected with your fellow Lightning family. Other than that, there is little we can do but watch and wait. Hopefully the watching and waiting will be over soon and we can be back on the water. Until then, please stay safe and healthy.

Supplement Report after Mid-Winter Governing Board Meeting

#### 1. Virtual Meetings Are the Way to Go

The Mid-Winter Meeting of the Governing Board is normally conducted in conjunction with the Winter Championships in St. Petersburg, FL. Attendance varies but the live attendance is customarily between 15 to 20 Board Members with a few additional participating by phone. This year, the Governing Board Meeting was a virtual meeting conducted via Zoom. There were 47 participants, including the Executive Committee, Vice Presidents and representatives of the organizing authorities of major sanctioned regattas. With that kind of turnout, it's hard to justify conducting any Class meeting other than as a virtual meeting.

#### 2. 2020 Schedule

As would be expected, the dominant topic of the Governing Board Meeting was the 2020 schedule. The COVID-19 pandemic has substantially disrupted planning for the 2020 season. A number of regattas have already been cancelled or postponed. The Board is obviously concerned about the health and welfare of our members but felt it was still early to make final decisions with respect to scheduling our upcoming major sanctioned regattas. The Executive Committee, with the concurrence of the Governing Board, has set June 1 as the "drop dead" date to make final decisions on the 2020 schedule. Those decisions may also have a direct bearing on the schedule for the 2021 Worlds and other regattas as well.

Updates will be posted on the Class website so please check the website on a regular basis to keep abreast of the latest scheduling decisions.

As it is probable that a number of District Championships will be cancelled, the Governing Board discussed and generally approved a proposed temporary amendment to the Document Governing All Sanctioned Lightning Championships. The proposed amendment would, for 2020 only, dispense with the requirement that a competitor register for their District Championship as a prerequisite to sail in the North American Championships. If formally adopted, the proposed temporary amendment is intended to provide additional flexibility so as to give the greatest possible opportunity to conduct the North Americans.

In addition, Hutchison announced our newest Fleet that was approved, Fleet 527 Salt Spring Island in Vancouver, BC Canada.

### **Chief Measurer's Report** – William Cabrall - written report

Measurement activities during 2019:

1. An effort was started in 2019 to digitize and update the official class plans. The plans currently exist on paper and are copied whenever someone buys a set. Digitizing and updating the plans would allow us to clean up small discrepancies (like the class office address) and incorporate spec changes (like the correct placement of national letters) as they are made. People with CAD skills and expertise that might be willing to support this project are encouraged to contact me.
2. Two rulings came out of the measurement process at the Pan American Games in 2019. Both concerned mainsheet systems. Several boats in the games arrived with double ended mainsheet systems, and we were asked if such systems are legal or not. After discussion with experts across the class and a review of the evolution of our current 3:1 mainsheet system from the original Crosby rig (and many variations thereof), it was determined that our specifications do not currently define a single mainsheet system configuration.

Multiple part mainsheet systems are complex and expensive, and it may be time for a specification change defining a specific mainsheet configuration. I invite comment on this issue.

The mainsheet system question as no sooner resolved than an issue arose concerning the viability of using multiple parts of a mainsheet system to pump the main. Following a review of the standard ILCA proscription to rule 42, Propulsion, it was determined that only a single part/piece of the mainsheet coming off the boom may be pumped once for each wave or gust of wind. Pumping with 2 (or more) sections of rope in your hand violates our proscription on rule 42.

3. In 2019 we did a significant amount of work concerning the Angle of Dangle measurement. For the Pan Am Games, David Sprague build a gage that can be disassembled into a shipping tube and checked as luggage on an airplane, and we are looking into developing a second, more robust version of this device. A revision to the official class drawing clarifying a couple of the dimensions was also made, and the official class gage (made of welded aluminum) was used for all of the boats at the NAs and WJMs. Many boats had their boards adjusted at the NAs.

4. In recent years there has been discussion about the relative merits of "max thick" centerboards. From a measurement perspective, any thickness within the allowed tolerances is considered legal. However, it is worth noting that the tolerance edge is an absolute limit and a board would be illegal if any single point on it was thicker than the maximum allowed thickness of 11/32" or 0.3438". Given the tolerances on 5/16" stainless steel plate, it takes an immense amount of work to create a max thick board, and the odds are extremely small that anyone would have a board that is 'accidently' too thick.

We are looking into this to determine if there is a significant measurement issue. In 2019 a single data point was taken on each board that was measured at the event in order to gain data on the viability of policing this parameter in real time at regattas. The data is currently under review.

5. The class scale that we have used for the last 8-10 years has had issues in 2 of the last 3 NAs and is nearing the end of its working life. A project to replace it with a more reliable scale is in work. I would like to get this done before the next NAs.

### **Coronavirus Issues**

The coronavirus has upended everything. I have been home in isolation for over a month, with no end in sight, and have been involved in the cancellation for many events that are considered the heart and soul of the Lightning Class. Once faced with the choice of cancelling an event or encouraging travel and participation in a socially dense regatta that might result in Lightning family fatalities, those decisions are clear and simple.

I have spent a significant amount of time trying to figure out what conditions would have to exist before I'd consider it safe to hold or attend a significant regatta (involving travel, measurement, social events, etc.) At the moment, other than knowing the entire fleet was vaccinated several weeks before leaving home, I have no answer.

I think we need to develop a set of guidelines that would allow us to go sailing, race locally, and then safely travel to higher level events, then find ways to ensure those conditions are met for the events we hold. This is an extremely difficult challenge.

Once we get to regattas again, we may find that our events are organized and conducted very differently. Measurement, for example, may be constrained or eliminated in lieu of a signed personal guarantee of a legal boat (and limited spot checks with penalties for non-compliance) because our traditional measurement process is both labor intensive and impossible to do while social distancing.

I look forward to discussing any of the issues mentioned herein with any or all of you. Please feel free to contact me with any measurement questions or comments that you might have. Bill Cabrall, ILCA Chief Measurer [wcabrall@msn.com](mailto:wcabrall@msn.com) (303) 941-3108

In addition, Cabrall mentioned a request that was raised by Felipe Castillo from Colombia about upgraded measurement protocols being posted on the website. Cabrall noted that he has a series of notes on using the measurement tools that can be published and has started putting that information together. Also, there is talk of taking video of how to use these tools and getting these posted on the website too.

### **Treasurer's Report-** Bill Bogardus

Bogardus began by saying many of us should be at the Long John Regatta this weekend! Check out the photos posted on Facebook for a fun look down memory lane. He continued to thank the fellow Executive Committee Members for their service. It is a pleasure to work with everyone, including Executive Secretary Jeffers. We are ahead of other classes during this time because of her.

#### Written Report:

The finances of the International Lightning Class Association are strong.

The year end 2019 Profit and Loss Statement showed net ordinary income of \$4,871.58. The year-end Balance Sheet reflected total current assets of \$50,013.20 compared to current assets of \$84,360.40 the year before and total assets, including fixed assets (four Lightnings) net of depreciation, and restricted assets held in the ILCA Fund, the Limbaugh Fund and the History Fund, of \$325,210.74 compared to total assets of \$357,473.02 the prior year. For an organization in the nature of the ILCA, these represent relatively strong figures. Much of the recent reductions relate to expenses associated with boat maintenance expenses for the Boat Grant program.

Total income for 2019 was \$75,298.79, down just over \$2,000.00 from 2018. Of note, we had just over \$4,000.00 less in North American skipper dues from 2018, while we had a nice rebound in sail royalties of just over \$2,000.00. On the expense side, we realized savings of over \$10,000.00 related to the website transition.

For 2020, the Executive Committee has approved a balanced budget with income and expenses of \$80,190.00. We are hopeful for a rebound in North American skipper dues, with continued strong returns from sail royalties in a World Championship qualifying year. On the expense side, we have set aside funds for year-round advertising in Scuttlebutt, and contractor help to ensure the timely publication of eFlashes. Both of these items will be addressed further by the Class Secretary. The early results from both programs has been very positive.

The budget was formulated and passed by the Executive Committee prior to the onset of Covid-19. The virus presents us with some unique challenges, especially with the collection of dues with regatta postponements and cancellations. We ask you to do a few things:

Pay your skipper dues on time;

Pay your crew dues now;

Pay your fleet dues, including overdue 2019 dues, now;

Contact your Fleet and District members directly and ask them to pay their dues now. Emphasize the Lightning family and the support the class provides in regatta organization, entertainment, and boat valuation;

Buy sails and boats from our loyal vendors;

If you aren't going to buy new sails, consider making a donation equivalent to the sail royalty values you would have paid.

Make a donation to the Class or your favorite Class fund.

Great moments are born of great opportunities. While not of our choosing, the virus presents us with an opportunity to use our financial strength, our large class size, and our global diversity to emerge as a stronger, more engaged and more focused class, ready to seize the moments the future will present us.

---

In addition, Bogardus showed a current paid Fleet List as a reminder to those that have not paid Fleet dues yet.

Discussion ensued after Bogardus's summary of his written report. It was suggested to have people pay dues by check to save on credit card fees. Yes, this will help, but first and foremost we need people to pay dues any way that is easiest to them. But it does save the class some money if you send a check.

### **Secretary Report:** David Starck – written report

The ILCA EC and Laura have made a concerted effort to send out E-Blasts and E-Flashes on a timely basis. To assist with content and assembly, Monica Morgan has been working with Laura.

The Class has also entered into an agreement to advertise on a quarterly basis with Scuttlebutt.

Lastly, we have been using our social media platforms (Facebook, Instagram, Twitter) during these difficult times to stay connected with our membership.

## **VP and Committee Reports:**

### **ILCA Fund Report:** Steve Davis –

As Bill Bogardus mentioned the Class is in good financial shape. A big part of this is due to the leadership back in 1981 when they set up the ILCA Fund.

written report

The ILCA Fund holds \$160,000 in Certificates of Deposit (CD) and \$53,000 in a Vanguard ETF for a total of \$213,000. Our intent is to liquidate the Vanguard ETF in the near future and place the funds in a new CD and cash.

In 2019, The ILCA Fund supported the Boat Grant Program, trophy repair and lightning labs. It is anticipated that the ILCA Fund will continue to support these activities in 2020. The ILCA Fund has agreed to support the Boat Grant Program's effort to purchase a new boat.

Donations to the ILCA Fund have been less than the expenses over the past 15 months though the deficit has been limited to \$3000. Since its inception in 1981, the ILCA Fund has been a strong backbone for the ongoing operations of the Class. The membership is encouraged to donate funds to support its activities.

### **Lightning Labs:** Joan & Gary Hurban – written report

Past Labs in 2019

March 12,13 Alexandroupolis, Greece, requested by Angeles Simsirkos, run by Nick Vazakas

March 17 - 20, S. Circuit, St Petersburg and Miami Florida, ILCA Mentor program by Nick Turney

Sept 7,8, Denver Colorado, requested by Ralph Stevenson, run by Brian Hayes

September Frigid Digit, Annapolis, Md, requested by Joan Hurban, run by Brian Hayes

October 18 Wild Oyster, Charleston SC, requested by Lenny Krawcheck, run by David Starck (Lab posted on ILCA YouTube)

October 19 Wild Oyster, Charleston SC, requested by ILCA, run by Brian Hayes, Dave Starck, Ched Proctor, and Greg Fisher (Lab posted on ILCA YouTube)

Labs run in 2020:

Jan 20 New Year's Regatta, Sanford FL, run by Brian Hayes

Labs requested for 2020, but canceled due to corona virus:

March 20 - 28 S. Circuit, St. Petersburg Florida & Savannah GA, Mentor Program to be run by Nick Turney

May 2,3 Salt Spring Island, Vancouver, BC, requested by Bill Cote, to be run by Bob and Sterling Bush

May 22 -25, Bogota, Colombia S.A, requested by Gustavo Tamayo, to be run by Nick Turney (Talking about doing a virtual lab that same weekend)

Labs requested and pending in 2020

May 29(NOW July 31), SE Districts, Wrightsville Beach NC, requested by John Sawyer, to be run by Greg Fisher

July 18, 19 ACCs, N Kingstown RI, requested by Larry Colantuono, to be run by Brian Hayes

? Lake Fenton Sailing Club, requested by Mark Hamel

As you can see, the Lightning Labs Program has been active, with lots of interest. However, the fate of the Labs canceled and pending remains to be determined, as does the fate of the other regattas on our sailing schedule, due to the uncertainty of the future of the coronavirus. We may be looking at virtual Lightning Labs as we head into these uncharted waters.

Hurban continued and mentioned many hours of lab videos and debriefs are posted on the Class Website – Click on Racing Tab, Article and Videos. A special thanks to North Sails and Greg Fisher for putting on a great webinar April 2<sup>nd</sup>. Watch for more webinars like this one to be happening soon, watch the website and your email. Be sure to sign up. The Lab Nick Turney was supposed to run in Colombia in May will likely now be held virtually. A special thanks was given to all coaches that helped out with recent labs Brian Hayes, David Starck, Nick Turney, Greg Fisher, Nick Vazakas, Bob & Sterling Bush. If anyone is interested in hosting a lab let us know. Brian Hayes added that May 1<sup>st</sup> will be the next webinar with Matt Fisher, Al Terhune, Doug Wake and Jeff Hayden. This roundtable talk will include a historical look at ILCA Junior sailing and also a modern view on the same subject.

**Vice President, ILCA World Sailing Representative:** David Sprague – written report

This report is to outline some recent critical issues at World Sailing and outlines the recent Lightning Class submission to World Sailing re its Governance. A [Copy of the submission](#) can be found via this link as well as the response from WS.

World Sailing is in deep financial trouble caused by the President and Board overspending approximately 2 Million pounds (over \$2 million) in the past 4 years (Quad). It has run out of money and is currently borrowing money to pay its operating bills or will be in a few months. It is expecting to borrow all the funds needed to operate for the next year and half or longer when it hopes to get a grant from the IOC after the Tokyo Olympics of hopefully 12 million pounds. That grant will be expected to fund WS from 2021 until late 2024 but it will be in effect funding the deficit from 2016 to 2020 plus the expenses for 2021-2014. Hence the very dire financial situation. The organization runs on a hand to mouth/breakeven basis and has significantly cut services over the past year yet is still running a deficit.

The two main reasons were spending approximately 1.5 million to move from Portsmouth in the UK to the center of downtown London on a “vanity head office” at Piccadilly Circus (approximately 3 times the rent and with significant extra staff costs. In addition, over about 500,000 pounds has been spent on trying to establish an “Imperial Presidency” governance structure. This structure was defeated at the Annual General Meeting in the fall of 2019 but the President has continued to try to get it passed. First by setting up an Emergency General Meeting to revote in April 2020. This move was objected to by many countries and then the President tried to establish another Emergency General Meeting a month later in May 2020 with virtually no open discussion and only a review by the people who proposed it in the first place. Covid-19 ended the plans for the May meeting. Now it is expected there will be another attempt for the scheduled November 2020 Meeting (to be held in the Middle East).

The Lightning Class put in a submission supported by a number of countries and classes to stop the “Imperial Presidency” and broaden and open discussion on Governance. Ensuring that a representative group of people from the membership of WS review the good and bad points of the proposals (The original people involved were hand-picked by the President and Board (and appointed by the Board). This Class proposal was submitted to WS in March and immediately rejected by the WS Board and people who had made the original proposal.

Now because of British restrictions and Covid-19, WS has closed the WS offices and furloughed the vast majority of its staff and said they will not provide any service to sailors except absolutely “urgent” needs. They said in their recent communication the following “A small number of senior managers will not be on furlough leave and remain at work. If you have a genuinely urgent matter for World Sailing you should email [urgent@sailing.org](mailto:urgent@sailing.org) and your request will be triaged to see if it requires a response. You should not email a senior manager directly just because your normal contact is on leave. Only genuinely urgent matters should be sent to the designated mailbox (and the Board expects these to be few indeed).”

However, WS has now set up a Town Hall meeting information sharing for the MNAs/Council members but has refused so far to allow Classes to attend the Town Hall. It continues to treat Classes as irrelevant to WS except as a source to tax.

I on the Classes’ behalf with many others in Classes and MNA’s will continue to try to improve the management and governance of WS to ensure the voices of the sailors are heard.

**Boat Grant – Greg Fisher**

The Boat Grant Program has awarded 3 boats for the 2020 season. These recipients represent the demographic we have been looking to engage, the college group. They all are or have been college sailors. They are also from different areas. This year’s Boat Grant recipients are Jack Murphy, Tommy Szymanski, and Emma Montgomery from New England, Julian Friaze, Connor Sawyers, and Colin McDowell from Cleveland and an all women’s team Lolly Vasilion, Helen Field, and Gabby Myers from Vermont. This is a good time to thank those that support the program but also Bill Fastiggi, Alan Terhune, Debbie Probst and the others who got this program rolling. There is so much excitement over this program both inside the Class and amongst other classes who try to emulate it, it’s really cool.

Because of the Classes continued support we have been able to update the equipment over the past few years, we have purchase new sails the last 2 years and this year we have ordered a new boat for the program from Allen Boat Company.

This will make a big difference in the program. The Class membership has always been supportive and on behalf of the committee we thank everyone for their support.

#### **Southern Circuit** – Laura Jeffers summarized Hayden/Ruhlman Report

We have re-confirmed our 2020 schedule for 2021. Similar dates, 4 racing days in St Pete (Sun-Wed Racing) March 21-24, 2021 and 2 racing days (Fri-Sat) March 26-27, 2021 in Savannah. In addition, we have been talking with the Sarasota Sailing Squadron and the Florida Yacht Club in Jacksonville as potential venues in the future.

#### **Classic Boats** – Bob Astrove

I wanted to share there is a lot going on in the Classic Boat World. For those that don't know, to my knowledge, we are the only class with an active classic boat group for its older boats. Most of our group are only active in day sailing but still love their Lightnings and take great care of them. Most of our activity is run via a chat group where we have 450+ members. We averaged about 200 messages over the past 6 months. We have people building new boats, refurbishing older boats. There is nothing more fun then working on an older/wooden Lightning. If you find yourself with more time these days, think about a new project. In addition, there was further discussion on organizing future classic boat related webinars.

Additional Written Reports submitted:

#### **Colombia District Report:** Felipe Castillo

Colombia hosted 1st round series at the beginning of 2020 with the 30th Edition Salinas Tomine Championship, and teams were prepared to visit Ecuador on May 2020; but this 2nd series has to be suspended until new advice.

Colombia will host South American Championship in December 2020 and we already have full information to be placed on ILCA web site... we are in contact with all SA Commodores to see what's going on with CV-19 and take a final decision to run it or delay it by least 6 months.

Colombia has developed a new ranking system to be used for all lightning sailors on our territory which is based on 3 different kinds of races:

- 1 - National championship,
- 2 - District Championship
- 3 - Ranking races championships

All crews will be add to Excel matrix where doesn't matter number of boats on each regatta will provide a score and at the end of this years will summarize the new ranking... the idea of this ranking is to re activate our fleets as fast as possible.

#### **Midwest District Report:** Craig Pomeroy

District Commodore	Craig Pomeroy
District Secretary	Bill Black
District Treasurer	Doug Olson

The Midwest District had a well-attended winter meeting in January to set our District schedule. Subject to change due to social distancing/COVID-19 and high water, the following events are planned in the Midwest District in 2020:

June 13-14: Evans Regatta, Windjammers Sailing Club, Suamico, WI  
June 20-21: Midwest Districts, Sheboygan Yacht Club, Sheboygan, WI  
August 1-2: Wilmette Harbor Race Weekend Regatta, Sheridan Shores Yacht Club/Wilmette Harbor Club, Wilmette, IL  
August 15-16: Corn Roast Regatta, South Shore Yacht Club, Milwaukee, WI  
August 29-30: Brotz Regatta, Sheboygan Yacht Club, Sheboygan, WI  
September 26-27: Red Flannels Regatta, Chicago Corinthian Yacht Club, Chicago, IL

In addition, the Midwest District is looking forward to hosting the Harken Blockheads Youth World Championship at Sail Sheboygan and Sheboygan Yacht Club, Sheboygan WI on June 27-July 1, 2020. This regatta is also subject to change, and we understand that a commitment has been made by the Class and the regatta organizers to determine a go/no-go decision by April 15.

Fleet 79 (South Shore Yacht Club), Fleet 187 (Sheboygan) and Fleet 112 (Green Bay) continue to have weekly racing series and even if other major events become untenable, we hope to continue fleet racing until conditions allow larger gatherings.

### **2020 Sanctioned Events:**

President Hutchison continued the meeting by moving to 2020 Sanctioned events. The information provided so far gives you a good idea on where we stand at the moment but asked for any additional questions or comments. Some of these events provide a domino effect for other events and we need to work through those issues.

**European Championship:** Canceled for 2020, Rescheduled for same venue, similar dates in 2021.

**Youth Worlds:** Debbie Probst – written report

The 2020 Youth Worlds scheduled for June 27-July 1 has been postponed. The event will not be held in 2020 and the rescheduled dates will be announced in the months ahead as our options are clarified. This is being discussed by the Youth Worlds Committee and the Executive Committee.

The team in Sheboygan, led by Todd Wake and Whitney Kent, has put in a lot of planning and preparation for this event and they should be commended. Harken's sponsorship was/is a key component to providing a fun, economical event (thank you Bill Faude). Many boat owners from across the Midwest and beyond were/are prepared to transport their boats to Sheboygan for use in the event and many were/are happy to stay and help with the event. All the above should be commended for their dedication to this event for which we expect 8 countries to attend.

A discussion ensued regarding the age of participants that may age out due to the postponement. Our suggestion, if the event was to be held in 2021 is to extend the age requirement to allow these participants to still be able to compete.

**Canadian Open:** This event is the Canadian qualifier for the 2021 Worlds. The event is scheduled for July 4-5, an announcement will be made May 1<sup>st</sup>. If it needs to be postponed the new dates are Sept 5-6.

**Atlantic Coast Championship:** Brian Hayes – written report

The 2020 ACC's at Wickford Yacht Club are currently postponed due to conditions and logistical issues brought on by the Covid-19 pandemic. The organizing authority for the club and launching sites are unable to guarantee use of facilities and support for a July date. A tentative contingency plan has been passed on to the Executive Committee for discussion and an announcement will be made shortly on whether the event will be postponed or cancelled for 2020. We will be working with the EC to approve any necessary amendments to the Class Rules Governing the ACCs should there be a reschedule or cancellation in 2020 and will keep the membership up to date on any changes. Hosting of the 2021 ACCs is also being discussed and options have been presented to the EC. The ability to host a safe, fair and fun event are the top priorities for both the Organizing Committee and the class and all discussions and decisions will be based on that criteria. Please feel free to contact myself or the class office with any questions.

**Women's, Junior and Master's NAs:** Scheduled for August 5-8, Look for a June 1 decision date. At this point they are still on.

**North American Championship:** Scheduled for August 9-15, Look for a June 1 decision date. At this point they are still on.

Josh Goldman continued, with the event the NAs are held, there is a high probability that many of the District Championships might have to be postponed or canceled prior to the NAs. If so, the Governing Board is ready to approve a temporary amendment that would suspend the requirement of District qualification for the 2020 NAs. If by June 1, it looks like we will have the NAs, the Governing Board will move forward with a formal vote according to Class Rules. In the event we are not able to hold the 2020 NAs, both venues are willing and able to host in 2021. In 2022 we have interest from Sayville YC on Long Island to host. Its ocean sailing without the waves and the starting line is very close to the club.

**South American Championship:** Scheduled for December 2-5, 2020.

Gustavo Tamayo announced they are optimistic but will make an announcement in September. We hope that we will have US representation.

**2021 World Championships:** Scheduled for May 13-22, 2021

Rob Ruhlman echoed Hugh's statement regarding how many events have a domino effect on others. Depending on what happens with the 2020 NAs, Canadian Open and South Americans will all directly affect the 2021 Worlds. If it comes to having to postpone the Worlds, Carolina YC in Wrightsville Beach is willing and able to host the event in May 2022. Discussion ensued. In summary, if we cannot have area qualifications prior to the 2021 Worlds, then we will need to postpone the event.

**Unfinished Business**

None at this time.

**New Business**

None at this time.

Secretary Jeffers thanked many of you for the comments on the recent social media posts. If anyone has any ideas on future posts, please share them with the Class office. Also, if anyone has any experience with CAD Design, Bill Cabrall is looking for some help in getting the plans digitized.

**Additional Report:**

**Greece District:** Nick Vazakas

Vazakas reported that the Greece District is looking to create a legal channel in Greece for the Hellenic Lightning Class. After a delay due to the virus we hope by June the restrictions will be withdrawn and we can create a legal document so the Class can be recognized in Greece. The 2019-2020 season was very successful, and we hope to continue the enthusiasm for Lightnings in Greece.

**Adjournment**

Hutchison called for a motion to adjourn, David Sprague made the motion, Bill Bogardus seconded. All in favor. Meeting adjourned 11:31am.

Many continued the call for some social time on Zoom.

Submitted by Executive Secretary, Laura Jeffers.