

ILCA Annual Meeting

Minutes - July 27, 2018 - DRAFT - to be approved at March 2019 Meeting.

Mission Bay Yacht Club, Mission Bay, California

President Wake called the meeting to order at 8:09am.

Roll Call of Fleets: 5, 6, 12, 52, 54, 79, 90, 126, 187, 194, 253, 283, 301, 329, 488, 521, 526 and with proxies quorum achieved.

Meeting Minutes from Annual Winter Meeting March 2018 were presented, Ched Proctor made a motion to dispense the reading and approve as submitted, Kip Hamblet seconded, all approved - motion passed.

President's Report: Todd Wake

The Lightning Class is seeing activity all over the World! In Europe, the Europeans and Youth Worlds were in Greece, in South America the Pan Am Games, in North America we have 21 west coast boats and we had nearly 80 boats at the 80th Anniversary Regatta. Many Classic boats were in Skaneateles, NY and it is great to see all of this active sailing activity in Lightnings. This is very encouraging for the Class. Much of this success is due to the volunteers that help on the Fleet and District levels.

Chief Measurer's Report – William Cabrall

Measurement went very well here at the NAs, we had great volunteers! The team over at the WJM's are starting the measurement process this weekend.

Treasurer's Report- Hugh Hutchison via a written report:

The finances of the ILCA remain reasonably stable. As with any mid-year review of finances, many of the entries are subject to substantial revision by year-end and comparisons to prior years are often misleading simply as a matter of timing. Nevertheless, we budget for a break-even annual financial return for the Class and appear to be on track to meet that goal this year.

At present, the Class shows a net ordinary loss of \$2,271 as compared to net ordinary income of \$11,310 at the same point last year. While those figures may appear to be alarming on the surface, a closer examination of the figures show that the finances of the Class remain in a reasonable position.

Total income for the period is down by \$1032 as compared to last year. The most obvious component of that change is a reduction of \$8,200 in the receipt of sail royalties. The reduction is a reflection of timing as we have, in fact, received substantial sail royalty funds early in July that are not accounted for in this statement.

A more important entry reflecting the health of the Class is the receipt of dues from the membership. Among those entries, North American Skipper Dues show a substantial year over year increase of \$3675. Some of that increase may again simply be a matter of timing but it appears that the renewal notices sent out in conjunction with the new website have played a positive role in encouraging member dues payments. We are continuing to monitor this and will be using available information to reach out to specific members who have not timely renewed. European Skipper Dues also show a substantial increase. This is likely the product of conducting a European Championship regatta this year as there was no European Championship last year. The increase is also the result of the successful Youth World Championships conducted in Greece earlier this month. Finally, we see a modest increase in the payment of fleet dues and will continue to reach out to delinquent fleets to increase this category further.

The mid-year numbers show a substantial increase in expenses. The largest of these expenses is the payment to our Executive Secretary. Her compensation remains the same as last year and the increase recorded in the current financials is again merely a matter of timing.

The other substantial increase in Class expenses is attributable to Website Operations. The Class has been implementing a transition to the new web platform with the expectation that, once completed, the Class will see substantial

efficiencies in its operations. The increase in Website Operations cost should not be a continuing expense at this year's level.

We continue to encourage everyone who participates in Class activities to provide financial support for the Class through the timely payment of dues and/or a contribution to the Class operating fund or one of our other supporting funds. The health of the Class depends on it.

Secretary's Report: Philip Lange

Lange will be taking on a new position as District Commodore Coordinator. He will help the communication channel between Districts and the Class.

VP and Committee Reports:

North American Championships - Josh Goldman

We are headed back to the Buffalo Canoe Club for 2019 and potentially Sayville on Long Island, NY for 2020. With a separate WJM's. Beyond that we are still looking for bids.

Lightning Labs - Gary & Joan Hurban

In 2018 Lightning Labs were held at the Southern Circuit through the Mentor Program with added drone video in Miami. A lab was held just prior to the NAs and was well received by the West Coast Sailors. Todd and Kristine Wake will be leading to Chile in October to lead a lab. In 2019 we have had requests from Portland, Denver and the Mid West areas. We like to plan at least 6 months in advance to advertise the lab and leverage maximum local participation. We are also always looking for coaches too.

Marketing - Doug Wake

We are working on increasing our Social profile. If you are hosting a regatta designate a media person. We can add them as an editor. Social activity is a great way to promote growth.

Southern Circuit - David Starck

In 2019 we are scheduled to be in Miami - March 16-19 and St Pete - March 20-23.

European Area - Brian Hayes

The European and Youth World Championships were held in Athens, Greece and it was great to see the European area re-engaged in Lightnings. The European Meeting had 50-55 people active in discussion on how to grow Lightning sailing in Europe, particularly in countries such as Spain and Romania where there is no activity now. They are putting an expansion plan in place.

Charters ratified or revoked:

None at this time.

Ratifications of Executive Committee Rulings

None at this time

Unfinished Business

The Two-Turn penalty/spinnaker drop discussion is being tabled at this time.

New Business

- By-Law Amendment - VHF Radios

[Proposed Amendment](#) For several years, the class has allowed an exception to the restrictions on electronic devices for VHF radios. The primary reason for this proposed change is safety. Radio use has also proven to be beneficial to both competitors and regatta organizers, and the majority of the class finds their use a positive change. Previously, use of radios required callouts in regatta documentation (such as NORs and Sailing instructions) and this has made it more difficult to include Lightnings in multi-class regattas where other classes may have different requirements. This proposed

amendment makes use of VHF radios (and the current restrictions concerning them) a normal part of Lightning operations, meaning they may be employed in accordance with our rules in any Lightning event without specific callouts in the NORs or SIs. Note that this change applies only to the use of VHF radios, and does not change any of the use restrictions for other electronic devices.

A motion was made to accept the amendment as proposed. Josh Goldman seconded. All were in favor. Motion passed.

- West Coast Initiative

Bob Bush PNW District Commodore and member of Fleet 283 gave an overview of Lightning sailing on the West Coast. 2 active fleets in the Pacific NW District Fleet 90, Kitsilano in Vancouver BC, Canada and Fleet 283, Vancouver Lake Sailing Association (VLSA) in Portland OR, USA. Then the San Diego Fleet 194 here in Mission Bay. There is past activity in Eugene, OR. It is challenging to host a Pacific Coast Championship because of the Distance between Lightning Activity. Sailing appears to be down in general on the west coast. Smaller boats that sail with fewer crew seem to have more activity. At the VLSA we are seeing positive signs. There is a sailing school that uses an older boat for cheap private lessons. Week night racing includes invitations to new people not familiar to sailing or Lightnings. The activity is being built from the bottom up, in an all inclusive effort.

Menno Bos from the Vancouver, BC Fleet 90 talked about how from the 5 boats in their fleet 4 were here at the NAs. They are committed to get another Fleet boat. They are open to ideas on how to promote and grow Lightning sailing.

A good discussion on general fleet growth ensued. The Michigan District and the Buffalo Canoe Club, Fleet 12 both demonstrate strong Fleet and District qualities. They are good models to look to for new ideas to incorporate into other Districts and Fleets.

- 2018-2019 Slate of Officers

The [proposed slate](#) was presented a motion was made to accept the slate as presented. Doug Wake seconded, all were in favor. The motion passed.

Adjournment

Wake called for a motion to adjourn Doug Wake made the motion, Bill Cabrall seconded. All in favor. Meeting adjourned 9:06 am.