

International Lightning Class Association

Annual Meeting - **DRAFT Meeting Minutes - To be voted on March 23, 2018**

August 2, 2017

Metedeconk River Yacht Club, Brick, NJ

Secretary Todd Wake called the meeting to order at 5:25pm.

Roll call of Fleets. Fleets Represented: 5, 6, 12, 34, 50, 85, 126, 187, 329, 372, 429, 430, 488, 526  
quorum achieved with proxy submitted of paid fleets.

**Minutes of the Last Meeting** Doug Wake made a motion to dispense the reading of the minutes of the last meeting and to approve them as posted on the website. Bill Cabrall seconded. All approved. Motion passed.

**Presidents Report:** In President Lobos' absence Doug Wake read Victor's written report:

One never stops getting surprises! Sometimes you might get a bad start and have to tack away from where you wanted to go, thinking everything is lost as you see the fleet sail away. As you start heading the "wrong way" a shift sets in and bam! you start looking at your buddies on board, and those grim faces start changing into smiles. By the windward mark you round in the top spots, and all that tragedy of the start is forgotten. Well, you never really know what the future will bring. Let me tell you that the class has also gone through these situations. In the past few years, there has been a lot of talk in the class about what the future might hold, usually being the negative aspects the one that stand out the most. Things like less people sailing, competition with other newer classes, and many more. In my two years as president, we've gone through some bad starts too, but we have also gotten some very good shifts too. The last one being the NA's registration frenzy. Over the past few years NA's participation has fluctuated, and when it was time for the Wilmington Fleet to organize it, the problem of having limited spots was not really seen as such a big problem. But Bam! again, registration was closed 8 hours after it opened and a waiting list grew to 20+ boats. What I would like to say with all of this, is that the class goes through phases, and as racing goes one has to be able to take opportunities and be able to adapt to them.

In the beginning of my term, I was convinced that in order to generate growth in the class we needed to make changes that could bring our boat closer to the performance of newer generation designs. And these changes coupled with our great membership would bring more people to sail. Well, in hindsight, I was wrong. It is not just a matter of the boat. But looking back, the work of the EC, along with our discussions in the Governing Board and the work of class volunteers has steered the class in the right direction. The most important thing going on right now is the implementation of our new web system, which will enable the class office to be more efficient. Automating payments is among its many attributes and will permit our class secretary to focus her work on class events, news and future class development rather than the tedious job of processing payments. This implementation has been a huge undertaking that we really did not dimension, and without the great job Laura has been doing it wouldn't have happened. We still have some work to do on the website and we thank you for your patience as we make the Class Operations more functional.

Internationally, in South America the class is doing well, the PanAm selection process will start with the Ecuador World's. These games are fundamental to the class in this part of the world and we are already seeing the fruits of this, with a very active growth Peru and Argentina. In Europe, aside from Finland and Greece, which are quite active, we are having trouble maintaining our fleets, this is a job our future president will have to address.

Well, enjoy great sailing and see you in Ecuador!

### **Treasurers Report: written report submitted by Hugh Hutchison**

The finances of the International Lightning Class Association remain generally stable although there are issues that warrant close attention. The mid-year 2017 Profit and Loss Statement showed net ordinary income of \$14,983. This is an increase of \$2,869 over a comparable period of a year ago but the figure is deceiving. Skipper and fleet dues are the best representation of the health of the Class. Although South American skipper dues increased by \$440, North American skipper dues were down by \$1,825 (-8.8%) and Europe contributed no skipper dues whatsoever. Fleet dues were down by \$320 (-15.1%). Merchandise sales were off by \$982 compared to last year (-24.3%)

The primary reason for the increase in net income for the Class was an increase of \$9,484 (258%) in sail royalties. This is most likely an anomaly that we cannot count on for next year although the comparison to last year is deceptive because last year's sail royalties were uncharacteristically low. These figures are as of the end of June and clearly may change by year end but given the importance of fleet and skipper dues the figures are disappointing. We can do better.

Please continue to encourage everyone who owns a Lightning or participates in our fleets or other Class activities to support the Class with the payment of dues. The income derived from this primary source will keep our finances strong for the benefit of all.

In addition, Executive Secretary Jeffers added that dues were received from Finland in early July and were not reflected in the financials noted above. The new membership platform launched in June is only reflecting 1 month of activity in the new system.

**Chief Measurers Report:** Bill Cabrall thanked the MRYC club members and volunteers for helping with measurement at this regatta (WJM NAs). In particular one club member helped calibrate the scale and get it in fantastic working order. Going forward we should not encounter any scale issues. Cabrall thanked members for the overall integrity of the Class. Spot checks are being done and corrector weights are remaining in boats. Everyone is doing a good job to keep the Fleet equal.

NAs measurement may prove to be challenging based on the amount of time to measure and the number of boats expected. He will work out a plan with the organizers to get the job done.

**Secretary's Report:** Todd Wake reported that as a Class we are doing well. 49 boats sailed the ACC's last weekend, 14 boats were at the BCC Youth Invitational and then this week at the WJM's we also have a good showing. Regional regattas this past spring/summer have had good numbers too and includes a good mix of women, junior and master participation. This is great for the Class. The North American's sold out at 70 boats in a day and then we worked with the organizers to add additional spots.

### **Vice Presidents and Committee Reports**

**Youth World Championship:** Ian Jones reported that the 2018 Youth Worlds will take place in Greece and the Yacht Club of Greece and the NAOV in Voula are in talks about co-hosting the event.

**North American Championships:** Josh Goldman reported that the Executive Committee approved a last minute amendment to the Document Governing to split the fleet into divisions and hold a preliminary series and a final series at the NA's to be held at the Carolina YC in Wrightsville Beach Sept 21-24. This decision was a result of the additional interest in the NAC with input from the organizers.

Goldman reported the 2018 NAC to be held at the Mission Bay YC, San Diego with proposed dates July 23-27. This event will also serve as a Country Qualifier for the 2019 Pan American Games and US

qualifier for the 2019 World Championship to be held in Finland. The 2018 WJM NA's will be held at the Pontiac Yacht Club in MI, August 3-5. The 2019 WJM/NAC's will be hosted by the Buffalo Canoe Club in August (TBD).

**Southern Circuit** - David Starck reported that the 2018 schedule will begin at the St Petersburg YC, March 23-26 and then continue to Coral Reef YC March 27-30. The Southern Circuit Evaluation Committee has been looking at alternative ideas for the future. Please give any feedback as to what you would like to see to (Starck) or fellow co-chair Bill Mauk. We are open to all ideas and suggestions. By 2018 Circuit we will have a plan for the future.

**Boat Grant:** Chappy Hopkin introduced both 2017 recipients, Nikka Stoger and Miia Newman and their teams. We need to continue encouraging young adults aged 19 and older to apply. The committee is looking for more applications from the local Fleet level. Hopkin commended Matty Schon for his work as fellow co-chair and also thanked George Francis for helping to transport and Mark Schneider for maintaining the boats.

**80th Anniversary Regatta:** The event will take place July 6-9, 2018 in Skaneateles, NY. There will be lots of things to do for the Family. The website will be live soon.

**Florida Winter Series:** 3 regattas, December 2-3, 2017 in Sanford, January 13-14, 2018 in Sanford and February 16-18, 2018 in St Pete. This is a great warm up for the Southern Circuit. Come and leave your boat for the winter in Florida. For more information contact Bill Mauk or Steve Hayden.

#### **Charters Ratified or revoked**

None at this time.

#### **Ratifications**

None at this time.

#### **Unfinished Business:**

None at this time.

#### **New Business:**

Debbie Probst presented the 2017/2018 Slate as posted by the Nominating Committee. We have a good group of volunteers but are always looking for more support. If you are interested in serving please contact a member of the Nominating Committee (Probst, Faus, Rob Ruhlman). Bill Faude made a motion to accept the slate as presented. Kip Hamblet seconded, all approved. Motion passed.

Todd Wake called for a motion to adjourn. Tom Allen made the motion, Julianne MacDonald seconded. All in favor. Meeting adjourned 6:03pm.