

ILCA Annual Winter Meeting

Minutes - March 20, 2019 - DRAFT - to be approved at August 2019 Meeting.

St Petersburg Yacht Club, St Petersburg, FL

Call to Order: Treasurer, Hugh Hutchison called the meeting to order 5:45pm

Roll Call of Fleets: 5, 6, 12, 36, 42, 50, 52, 69, 90, 109, 126, 146, 225, 228, 235, 253, 283, 318, 329, 429, 430, 435, 488, 493, 511, 519, 521 and with proxies quorum achieved.

Meeting Minutes from the Annual Meeting July 27, 2018 were presented, Bill Faude made a motion to dispense the reading and approve as submitted, Ian Edwards seconded, all approved - motion passed.

President's Report: Hugh Hutchison summarized Todd Wake's Written Report:

2018 was a good year for the Lightning Class and for our members involved in sailing events all over the globe. The Youth Worlds and Europeans were held in Greece and the NAs in San Diego. My wife Kristine and I ran a Lightning Lab in Algarrobo, Chile, The WJM were in Pontiac, the Southern Circuit in Florida, the 80th Anniversary Regatta in Skaneateles, the South Americans in Pucon, and too many other events to list. Lightning sailor Ian Edwards and team even did the Sydney Hobart Race (although not in a Lightning). When I think of these events it reminds me that class members and other volunteers are the ones that make all of this possible. Here are a few highlights:

The WJMs were the largest and arguably the most fun ever held. Karl Aavik, Mark Allen, Pontiac Yacht Club, and the whole Michigan District worked hard and pulled out all stops to make this a great regatta. They were awarded the National One-Design Regatta Award by US Sailing: well done, team! Thank you to them and the volunteers who made all our other regattas possible.

Speaking of One-Design, Chief Measurer Bill Cabrall with assistants Joe Buczkowski and David Sprague travelled to Tom Allen's shop in Buffalo to recertify the Allen mold. Their work is critical to maintaining the consistency and value of our Lightnings. Bill is incredibly diligent about his measurement position: please acknowledge him and the measurement team when you see them around. It is not the most fun job to have, but is vital to the class.

The Pan Am Games are also important to our class. The teams that have qualified for the Games in Peru have put in a lot of effort training to earn their spots. Lightning Class members in Peru and internationally are working to help organize the games. Behind the scenes the class leadership and others are lobbying PASAF to keep Lightnings as part of the PAG. This is of particular importance to our South American Members.

I am very excited about the selection of Wrightsville Beach to host the 2021 World Championship. This is a fabulous venue for sailing and a great spot to spend a week or two with your friends and family. We received seven excellent bids to host the Worlds. I can't think of a more positive sign for the class to have fielded all this interest. Thank you to all who submitted a bid. VP of Worlds Rob Ruhlman will give a more detailed report on this process and the committee that thoroughly and thoughtfully evaluated the bids.

The class is doing okay financially. Membership renewals are at par but we are always looking for new members and to regain those whose membership has lapsed. The new website sends out automatic renewal notices and makes the process easier. Memberships are our biggest source of income and it is critical for local fleets to encourage and require class membership. Please consider requiring class membership to compete in regattas that you host; it is simple to add to the NOR as a requirement, cheap, and helps to maintain the class structure that keeps the ILCA viable. Without our class organization and grassroots membership (even by sailors not sailing at international regattas), our boats lose their value.

Donations to the ILCA and its charitable funds allows the class to support junior sailing, Lightning Labs, international development and other programs that help grow and sustain the class. These sorts of programs have kept us at the forefront of one-design sailing for over 80 years. Please consider giving to support the class.

The Worlds in Finland and the NAs at the BCC promise to make 2019 another year to remember. We are all in this together, from the Executive Committee to local club members who make our regattas so much fun. Think about how you will support the class this year: be a class officer, lend your boat to a junior team, house an out-of-town team for a regatta at your home club... There are so many ways to get involved. I hope you are all having a great time at the Southern Circuit and I'll see you on the water soon! Fair Winds, Todd Wake

Chief Measurer's Report – William Cabrall

The major measurement effort this winter involved recertification of the Allen Lightning. A team comprised of Bill Cabrall, David Sprague, and Joe Buczkowski spent a weekend in February at the Allen shop in Buffalo and completely measured a recently built hull, mast, centerboard, rudder, and spars. The paperwork has been filled out and will be reviewed and approved by measurement committee (once the EC has approved its membership for 2019). Special mention and thanks are given to Anne Allen for putting the team up at her lovely home in Buffalo during the measurement process.

I have sent measurement data sheets to the team in Finland getting ready for the Worlds and discussed what they should be checking there. They have asked about plans and/or a set of sawhorses for supporting the boat while the angle of dangle measurement is made. I have located the set of sawhorses used at the WJMs (the Callahan's have them in their garage) but have not yet actually spoken to Hank and Ester about getting photographs or borrowing them for Finland. Work there is ongoing. I also hope to start talking to the team at the BCC during the Southern Circuit.

Review of the class Constitution and By-Laws reveals that the Measurement and Technical Committees should be re-established on an annual basis. This effort is currently in progress for this year.

The level of effort involved in all these activities has led me to institute regular office hours for ILCA business (otherwise it would take over my life!), so I am now dedicating 1 business day a week to the Class business (measurement, fleet development, etc). For the foreseeable future, office hours will Tuesday 9 to 5, with time off for lunch. Inputs received the rest of the week will be filed until the next regular ILCA business day.

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

The finances of the International Lightning Class Association remain generally stable.

Each year, the Class plans for a balanced budget. The year end 2018 Profit and Loss Statement showed net ordinary loss of \$4,808.17. This figure compares to a net ordinary gain on Class operations the prior year of \$6,416.93. The year-end Balance Sheet reflected total current assets of \$80,327.85 compared to current assets of \$81,673.24 the year before and total assets, including fixed assets (4 Lightnings) net of depreciation, and restricted assets held in the ILCA Fund, the Limbaugh Fund and the History Fund, of \$353,440.47 compared to total assets of \$369,667.40 the prior year. For an organization in the nature of the ILCA, these represent relatively strong figures.

Total income for the year was \$75,552.49 as compared to \$82,614.25 in 2017. Notable differences that account for the short fall in total income of approximately \$7000.00 is the dramatic reduction of \$8,780.00 in sail royalties compared to the previous year. Given historical activity, this appears to be a single-year anomaly and we anticipate a healthy increase in sail royalties this year. A reduction of \$3,300.00 also reflects the absence of regatta income from a World Championship last year.

The single most important reflection of the financial health of the Class is the generation of annual dues. In that regard, North American skipper dues increased from \$28,381.00 to \$31,560.00, an increase of 11.2%. In real numbers, this represents an increase of almost 60 dues-paying skippers. Our goal is certainly to improve on this number for 2019 and, with the NAs at BCC and the momentum initiated in 2018, we are optimistic that that goal can be achieved. Skipper dues in South America, unfortunately, decreased by almost 60%, or by 28 skippers. This reduction has been addressed with communications to our South American representatives as it was obvious that even a number of skippers and crew participating in the recent South American championships were not current dues-paying members of the Class. We have been assured that this issue will be promptly addressed and remedied. Skipper dues in Europe remained generally constant but we anticipate an increase this year with the Worlds scheduled for Finland. Crew dues were relatively stable but we intend to emphasize the need for crews to be current members of the Class in as many events as possible. Associate dues in North America showed a healthy increase and we will continue to encourage the collection of Associate dues in conjunction with each regatta.

Another key indicator of Class financial health is the collection of fleet dues. Unfortunately, the collection of fleet dues reflects a continuing deterioration of active fleets throughout the Class. In 2018, there were 90 dues-paying fleets, a reduction of 9 fleets from the previous years. The Class has reached out to representatives of fleets that have recently discontinued the payment of fleet dues to assess the reasons for that failure and encouraged any active fleets to bring their dues current.

Expenses for the year increased from \$76,197.32 to \$80,360.66, an increase of \$4,163.34. A major component of the increase in expenses is the dramatic increase of more than \$10,000.00 to support Website Operations. This increase is

the result of a significant, one-time data entry project required to transfer information from the old website to the new platform. It is anticipated that the cost of Website Operations will be substantially reduced once the transfer of data from the old site to the new has been completed.

We continue to closely monitor expenses and will make every effort to maintain and enhance the service provided to our members. We expect the transition to the new website to play an important role in that effort. As a Class, we are fortunate to have these resources available to us and will make every effort to use those resources for the greatest benefit of the Class and its members.

Last year was a year of transition with the completion of the majority of the effort to move from the old website to the new. We look forward to utilizing the benefits of the upgraded technology to maintain and enhance the programs offered to support the Class.

VP and Committee Reports:

World Championship - Rob Ruhlman

Update on the 2019 Worlds from Finland, we are at 50 entries with 12 Countries represented. They are ready for us to come! The 2021 Championships will be held at Carolina Yacht Club, Wrightsville Beach, NC. We received 7 amazing bids from Annapolis, Cedar Point, Cleveland, Newport, Rochester, St Pete and Wrightsville. The Bid Review Committee was comprised of Shelby Allen, Jeff Coppens, Jan Davis, Matt Fisher, Billy Martin and they did a fantastic job evaluating the bids on the following criteria: sailing conditions, location to spend 10-14 days (housing/families), Yacht Club viability and Lightning charm and social side. The strength of all the bids shows the level of dedication and support to the Class by our fleets and is great for our future.

John Sawyer spoke on behalf of 2021 Worlds OA. They are excited to host the event and learned a lot from hosting the 2017 NAC. The same team is in place to put together another terrific event. Hope to see you many of you there at either the Worlds or the Intl Masters.

North American Championships - Josh Goldman

The 2019 NAs will be held at the Buffalo Canoe Club in our classic format and we are expecting a good number of boats. Bids for 2020 are due by May 1st. For 2021 we will have to balance the NAs timing and location wise of the 2021 Worlds that will be held in NA.

Southern Circuit - Bill Mauk

Thank you for coming to Miami and we have wind in St Pete! We have 5 first time SC skippers participating this year. We are currently looking at alternatives for the SC. Future circuit plans are still in the works but at this point for 2020 we are potentially looking at 4 racing days in St Pete (Sun-Wed Racing) and 2 racing days (Fri-Sat) in another location, potentially back to Savannah. Other venues discussed were Jacksonville and Charleston.

Classic Boats - Bob Astrove

Happily announced that #7160 sailed by Dave Dickerson was here in St Pete. The Classic Boat Group is actively strong. The last weekend in June Keuka YC in Hammondsport, NY will host our annual Classic Boat Get Together in conjunction with the Annual Champagne Regatta. We are expecting a good showing.

Atlantic Coast Championship - Trevor Prior

Will be hosted by Susquahanna Yacht Club in PA July 13-14. Prior, part of the OA talked about Susquahanna and they are very excited to host everyone this summer.

World Sailing - David Sprague

World Sailing continues to fail Classes and is more focused on Olympic sailing. Sprague encourages sailors to get involved with your national organization (MNA involvement) - for example those in the US - US Sailing.

Lightning Labs - Gary & Joan Hurban

In 2018 Lightning Labs were held at the Southern Circuit through the Mentor Program. A lab was held just prior to the NAs and was well received by the West Coast Sailors. Todd and Kristine Wake went to Chile in October. In 2019 we just

had Nick Vazakas lead a lab in Northern Greece where we have new activity. We have had requests from Brazil, Pacific NW and Denver and will pursue those leads.

Youth World Championship - Debbie Probst

The 2020 Championship will be held in Sheboygan, WI USA the end of June. USA and CAN qualifiers are this year at the 2019 Junior NAs. Those born 2000 or later can qualify.

Charters ratified or revoked:

None at this time.

Ratifications of Executive Committee Rulings

None at this time

Unfinished Business

None at this time

New Business

None at this time

Class Secretary Jeffers reported that two amendments to the Document Governing All Sanctioned Lightning Class Championships were passed earlier in the day. The first is a temporary amendment that allows entry to the 2019 North American Championship Fleet for the skippers sailing the 2019 Pan American Games. The second is an amendment to Article XIII – Racing Conditions, Paragraph 2 of Section B that clarifies the wording for consistency.

Adjournment

Hutchison called for a motion to adjourn, Tom Allen made the motion, David Sprague seconded. All in favor. Meeting adjourned 6:19pm.

Submitted by Executive Secretary, Laura Jeffers.