

Minutes of the 2014 Governing Board Meeting – International Lightning Class Association  
August 11, 2014 – Sheboygan YC, Sheboygan, WI

**Call to Order**

The Governing Board Meeting was called to order by President John Faus at 7:07PM.

**Roll Call;** In Attendance: Thomas Allen, William Brown, Bill Cabrall, Bill Clausen, Jim Crane, Bill Faude, John Faus, Larry Frost, Josh Goldman, Terry Hamilton, Cal Herman, Valerie Holly-Tardif, Joan/Gary Hurban, Clarke Newman, Debbie Probst, Rob Ruhlman, Ryan Ruhlman, Mark Schneider, Matthew Schon, David Starck, Allan Terhune, Todd Wake, Richard Walsh

**Reading of the Minutes from the last meeting**

Bill Clausen made a motion to dispense with reading of the minutes, it was seconded by Rob Ruhlman, and unanimously approved.

**Reports of Officers**

**President's Report** – John Faus

President Faus began by introducing and welcoming proposed Governing Board members that will be included in the election of officers tomorrow. Jim Crane, CT/RI District – Fleet 134 has been nominated as Treasurer and Bill Cabrall, US@Large District- Fleet 488 as a new assistant measurer. He continued by thanking Todd Wake and Bill Faude for organizing an incredible regatta. They put together a terrific team and attracted 107 boats to this year's North American Championships! We should look at some of the ideas they have implemented and incorporate them at future regattas. The European Championship that was held in July was also a successful event. Thanks to the International Development initiative and the recent shipment of boats to Greece, participation included the highest numbers of European and Greek competitors in over 10 years. This program has been very successful and we are looking to assist the Italian District next.

**Treasurers Report** – Debbie Probst

Treasurer Probst reported that income is trending slightly above last year's figures by about 10%. NA Skipper dues are still below last year's figures by about 9%. European dues are slightly above last year's figures, but we still expect a batch of renewals after the Finnish National that are taking place this week and should bump up the European figures nicely. South American dues are even on the skipper level and slightly above for the crew and associate. Fleet dues are up about 10%. Royalties are all up over last year's numbers with a significant increase in Sail Royalties. Sail Royalties are very cyclical – part of this increase can be attributed to the upcoming World Championship in July 2015. Regatta income from the Southern Circuit and NA's is significantly higher than last year due to participation. This is also in part due to the increase of the ILCA per boat fee for the Southern Circuit from \$10 to \$15.

Expenses to date are slightly under from last year even with a new expense of the ILCA Insurance Policy that we purchased this year. Expenses for printing the 2013/2014 dual yearbook have not been booked yet and are forthcoming. Website operations are significantly above budget due to implementation of the new website design and personal login. This project has significantly helped to keep current membership processing up to date. In addition Probst reviewed the proposed dues increase that will be voted on during the Annual Meeting.

**Chief Measurers Report** – Bill Clausen

Chief Measurer Clausen thanked Bill Faude and Todd Wake for a great job with the set up and organization of measurement at the NAs. The class received a compliment from Jim Tishner stating that this year's measurement was the most efficient and best system he has ever seen. Tishner goes to a lot of regattas; this is certainly an honor that someone with his notoriety made these remarks. President Faus then thanked Chief Measurer Clausen for coming out to Sheboygan in June for the MW Districts to help with the measurement setup.

**Secretaries Report**

Laura Jeffers reported in Secretary Lobos absence. We currently have 628 skipper members, 90 associate members and 756 crew members. 97 Fleets are current with Fleet Dues.

## **Vice Presidents and Committee Reports**

### **Boat Grant**

Matthew Schon began by stating that both of this year's recipients, Whitney Kent and Ben Spector are here with their teams and you should introduce yourselves to them if you haven't met them yet. We have purchased new tactics for the boats and have had some trailer work done. Schon thanked this year's mentors, Bill Faude, Todd Wake and Lenny Krawcheck for helping with these teams. The Boat Grant Committee is looking for new ideas to re-invigorate the program.

### **VP Worlds**

David Starck began by thanking regatta chair Ian Jones for organizing a fantastic 2014 Youth World Championship regatta at the Buffalo Canoe Club. Unfortunately we had two countries back out at the last minute due to visa and health issues, but we were still able to host 24 teams from 5 countries, BRA, CAN, CHI, FIN and USA. Rob Ruhlman did a great job as PRO. The 2015 World Championship is scheduled to take place July 18-25 at the same venue. Jeff Borland is the PRO and the International Masters Championship will precede the Worlds. Those competitors sailing in the Pan American Games scheduled for July 2015 in Toronto will have time to get from the games in Toronto to Buffalo for the first day of Worlds racing on Tuesday July 21st. Bid announcements for the 2016 Youth Worlds and 2017 Worlds have been announced. Both of these events are scheduled to take place in South America.

### **VP NAs**

Josh Goldman commented on the 107 boats here at the NAs and thanked all of the volunteers for helping to make this event so successful. The 2015 WJMs will be held in Tawas, MI Aug 7-9, 2015. The NAs will be held in New Orleans, LA at Southern Yacht Club October 8-10. We have had interest from San Diego and Sodus Bay for hosting the 2016 NAs. Call for bids will be posted September 1st.

### **VP Lightning Labs**

Joan & Gary Hurban reported that the class supported many wonderful learning opportunities this year. We have a lot of volunteers to thank for taking their time to lead labs including Greg Fisher, David Starck, Allan Terhune, Nick Turney, Skip and Ernie Dieball and Justin Coplan. We are looking for a volunteer to help edit video that was taken during clinics this year. Discussion ensued. Recommendations were made to have labs at all levels and to possibly have more beginner labs to help re-build some fleets that are struggling. If any Fleet or District is interested in hosting a lab, please contact the Hurban's.

### **Southern Circuit**

Terry Hamilton announced that the survey conducted after this year's circuit heavily favored a two venue Southern Circuit that consisted of St Pete and Miami. Due to scheduling with the clubs, the 2015 circuit will kick off in St Petersburg first (March) and then conclude in Miami (March). We are in the process of selecting a Jury for the St Petersburg event and President John Faus will serve as the ILCA rep on the RC. The Southern Circuit will only consist of these two events. At this time there is no Deep South Regatta planned for 2015, but we are working with local fleet members to explore some options.

### **Legacy Program**

Clarke Newman and Allan Terhune announced that a new program is in the works called the Legacy Program. One of the obstacles young adults and those new to sailing face is the funds to purchase a competitive Lightning. This program will provide a tax deductible pathway for current Lightning sailors and for the estates of former Lightning sailors to donate their competitive boats as a way of giving back to the ILCA to promote the Class by providing an opportunity to have the equipment necessary to race Lightning's to enthusiastic, current or prospective Lightning racers who are not participating due to financial limitations, and who do not qualify for the current ILCA Boat Grant Program.

Ownership is the goal of the ILCA Legacy Program. The goal is to lease rather than grant the boats to the recipients. After three years, the recipient would own the boat.

This program has the potential to be more successful than the Boat Grant Program. Bill Fastiggi helped to develop this new program with Allan Terhune. Clarke Newman is also helping to develop this program. Watch for more details to be posted on the ILCA Website.

**International Fleet Development** – see attached written report, Ian Edwards

**ISAF Report** – see attached written report, David Sprague

### **Charters ratified or revoked**

Secretary Faus announced that there has been a request for a new fleet in the Florida District, #526 Central Florida Fleet, Sanford, FL. Charter members include Fleet Captain Merle (Tim) Grady, Fisk and Steve Hayden, James and Joanne Alton, Kip Hamblet and Mark Bryant. In addition, Fleet 79 from the Midwest District, South Shore, Milwaukee has applied to be re-activated. Patrick McGinnis is the new Fleet Captain. Other members include Andy Hopkins and Eric Jones. Bill Faude moved to ratify these charters. Bill Clausen seconded, all approved.

### **Ratification of Executive Committee Rulings**

None at this time.

### **Unfinished Business**

Racing Conditions (Item A): This was an item up for vote in March which was tabled. The amendment was re-submitted, and put back out to vote according to Class Rules. It reads:

#### **Document Governing All Sanctioned Lightning Class Championships**

##### ARTICLE VIII — RACING CONDITIONS

3. Time limit shall be ~~three and one-half (3-1/2) hours~~ **two hours and thirty minutes (2:30)**. If one ~~boat~~ finishes within this limit, all ~~must be timed~~ **shall be scored**. If no ~~yacht~~ **boat** completes ~~four~~ **three** legs (or ~~three legs in the case of a windward-leeward course~~) within ~~two one~~ hours and ~~ten thirty~~ minutes ~~(2:10)~~ **(1:30)**, the race shall be abandoned and, if possible, resailed. **The Sailing Instructions may state a second time limit after the first boat finishes after which boats will be scored Did Not Finish (DNF) or Time Limit Expired (TLE). TLE is defined as the number of boats finishing plus two.** This section shall be included in the Sailing Instructions to be valid.

Bill Faude made a motion to approve the amendment as submitted, Bill Clausen seconded. The motion passed.

### **New Business**

Proposed Amendments to the Document Governing (Item B, part 1 and 2). The following amendments were suggested by Past President Robert Ruhlman, posted and put to a vote according to Class Rules.

#### **Document Governing All Sanctioned Lightning Class Championships**

##### ARTICLES GOVERNING ALL LIGHTNING CLASS WORLD CHAMPIONSHIPS

##### ARTICLE V — ENTRIES

Section 1.2 In addition, the following are eligible to enter and shall not count towards their Area's quota:

~~The Defending Champion~~ **All Former ILCA World Champions (PART 1)**

#### **Also the addition of the following section:**

##### 3. SECONDARY SELECTION

3.1 Areas as determined in Paragraph 2.1 or Countries as determined in Section 2.2 shall advise the Class Office a confirmed list of Entrants and Alternates who would compete if other Area/Country quotas were not filled at least four months prior to the World Championship. The Executive Committee may implement such requirements as are necessary to assure listed Entrants and Alternates will enter.

3.2 At that time the Class Office will list Entrants and unfilled quotas and fill quotas from the list of Alternates beginning with the Country with the most Active and Life Members as defined in Section 2.3 and rotating sequentially one at a time until all open slots are filled.

3.3 The Class Office when filling slots shall not create a situation where one Country has more than 50 % of the entered boats.

**3.4 All Former World Champions shall also be granted entry but shall not be considered when calculating the 50% rule in 3.3. (PART 2)**

Bill Faude made a motion to approve the amendments (part 1 and 2) as presented; it was seconded by Allan Terhune. Motion passed.

Other New Business:

Presidents Challenge: President Faus announced that Chappy Hopkin has been working on a Fundraising Flyer that will be distributed this fall to help replenish funds that have been used towards programs like the International Fleet Development Initiative and the Boat Grant Program.

President Faus thanked everyone on the Governing Board for their commitment to the Class. This is

President elect Probst thanked President Faus for his dedication and service as ILCA Class President over the past two years. Probst announced that pending the approval of the proposed slate at the annual meeting, her mission as president over the next year was to communicate with the Governing Board more and to move some of the work off of the secretary and Executive Committee plate and back onto the Governing Board Members. We appreciate everyone's time and commitment to the Class.

Bill Faude added that President Faus has done a tremendous job leading the class and that the time commitment of the Executive Committee is a lot. We have done a good job listening to members. Thinking ahead we might want to consider more one year commitments to get more people involved.

Tom Allen made a motion to adjourn, Bill Clausen seconded. All in favor, meeting adjourned 7:58pm.

The next meeting will be held in March 2015 during the Southern Circuit.

## **Written Reports Submitted: International Development - Ian Edwards**

Over the last year supporting the revitalization of Lightning sailing in Greece has seen a substantial focus for International Development and the ILCA. The success and Greek participation in the recent Europeans at Voula/Athens would say it is working.

### **Greece**

The ILCA Executive Committee and Fund Committee voted to support a proposal from the Lightning Class in Greece to send 4 Lightnings to Greece to help revitalize the class in Greece. This was followed by two containers of self-funded boats. In total 11 “new to Greece” race ready.

Nick Vazakas and Apostolos (Tolis) Kalpakas from the New Greek Lightning Fleet #525 and long-term Greek Lightning VP George Andreadis provided the leadership and energy.

The initial 4 Lightnings sent to Greece are based at the Lightning Sailing Academy (LSA) at the Yacht Club of Voula (NAOV) for Lightning training and to provide critical mass to allow frequent Lightning racing. The aim is to first expose both new younger and adult sailors into Lightnings and then to eventually sell the boats into private ownership. The subsequent boats have gone to other owners in the traditional Lightning hub of Piraeus as well as Voula. A Lightning Lab was held at LSA/NAOV in April and was led by Finnish Champion Kimmo Aromma.

European Championship was held in Voula July 13-18, 2014 and co-hosted by Yacht Club of Greece and NAOV. It was the largest European Fleet for nearly 10 years and the most Greek boats for 15+ years. It was well run with a great sailing site at Voula, well organized shore support, race organization at international levels and a social program both at Voula and at YCG well recognized venue at Piraeus.

Lindy and I attended with Laura. The highlight for me was to see the number of young Greek teams and participants and their enthusiasm for Lightning sailing. This was supported by a new batch of adult Lightning sailors coming into the class and some long-term Greek Lightning sailors obviously appreciating and enjoying the increased fleet size and competition. It was definitely the type of enthusiasm that we would all hope for to have a vibrant Lightning class in Greece.

We needed Greece to be revitalized to start the task of saving Lightning Sailing in Europe so this early progress is great to see. Thanks to all in the ILCA family who have supported this effort over the last year.

### **Italy**

Ideas and people with interest are starting to emerge for revitalizing Lightning sailing in Italy. We in the ILCA will need to be looking at what support we can give the Italians and there are individual ILCA members in Europe and NA who have already offered support.

There are ideas developing in Europe to see how the successful Finns could help Lightning sailing in countries near Finland but early days on this idea. We may want to use the Worlds development slot in this direction in 2015.

### **The World**

Elsewhere it is good to have Mexico again competing at the NA's, Nigeria continues its sailing program, and I am personally spending more time on Australia. SA and NS remain strong and I will leave others to report.

Ian Edwards, International Development VP  
August 11, 2014

## ILCA VICE PRESIDENT, ISAF REPORT

DAVID SPRAGUE, AUGUST 9, 2014

### ISAF (International Sailing Federation):

Last year the Lightning Class has joined with a group of other Dinghy, Board and Keelboat Classes to have a couple of motions presented to the International Sailing Federation at its annual meeting this November in Oman. The motions were passed by the ISAF International Classes Committee where the Classes have a voice.

However the motions (below) were not even allowed to be discussed or debated at the ISAF Council Level because no Country had the willingness to allow the topic to even be raised at the Council level where they needed to be to have any effect. In effect the Countries refused to even allow discussion about the rights of classes. The countries that deliberately did not allow these topics to be discussed included Canada and the United States. As both these countries are represented at the ISAF Council by Lightning sailors (Peter Hall of Canada who also acts as a Vice President of the Soling Class and Cory Sertl of the US) I am very disappointed by the lack of willingness of ISAF to even listen to the Classes.

These motions were to raise awareness of the dissatisfaction of the way the Classes are treated by what should be our strongest International supporter but sadly it has not been such an institution. The motions spoke specifically to the extremely high fees the Classes pay to the ISAF in relation to the countries and to the lack of true democratic principles inherent in the ISAF governance. At ISAF the sailors who fund the classes have no vote in the governance of the ISAF, yet the classes pay as much as all the countries combined and the countries have all the votes for the Board of Directors and Executive.

I have been involved with ISAF since I was President of the Class in 1987. I have attended meetings of ISAF and been both the Class Representative to ISAF and a country Representative to ISAF during the subsequent period and have worked for the betterment of sailing for all sailors. However it has become clear to me that the governance structure and the way decisions are made at ISAF has contributed to the relative decline of sailing in the world and needs to be discussed and addressed.

The lack of even allowing discussion at the ISAF council meeting last November reinforces my view that ISAF has become irrelevant to the classes except to cause problems. An example of the problems caused by ISAF that is harmful to the class is their threat to not recognize the Junior World Champion from the Junior Worlds this year in 2014. In fact they threatened to possibly sanction us if we awarded the title of Junior World Champion. This despite the fact that we attract more countries and continents than they say are required to recognize a World Championship. Apparently as our format uses a qualifying system to attend and restricts the numbers of competitors (like the Olympics do) we do not have enough boats at the regatta.

I looked back at the report I made to the Class back in 2011 where I said the following *“ISAF does not particularly deal with individual classes because it is mainly concerned with Olympic Sailing and the Racing Rules of Sailing. Hence the ISAF has little to do with ILCA except to continue to find ways to tax the classes and impose “world wide solutions” when classes have found little need for their “Eurocratic” tendencies. This trend has continued for the past few years while the ISAF has moved away from a governing concept of all sailors and has moved to a very tightly concentrated Member National Authority focus. Recent changes to the ISAF Constitution have taken any Class vote that was previously available on the ISAF Board of Directors and concentrated the Board into a small and non representative group. This group is elected, not on a Representation by Population basis, but rather one where each country, even if it has only a few sailors at one club, now has the same vote as a country such as the United States or Great Britain or Brazil or Argentina. Countries that pay a token fee of approximately under \$100 and have maybe a dozen sailors have the same vote as a country that pays \$18,000 and has hundreds of thousands of sailors. This move and the elimination of the class vote at the Board of Directors will mean that ISAF will continue to ignore legitimate International Class needs and focus on the Olympics in the foreseeable future.”*

I am sorry to say that it is still true another year on.

Respectively submitted

David Sprague, 416 399 8989

# ATTACHMENTS

## Motion #1

### Title: Fair Subscription fees for Classes

A submission from the Lightning Class

#### Purpose or Objective

The International Classes shall be charged the same fee as the lowest fee class of MNA

#### Proposal

Regulation 10.17 shall be amended to read;

Pursuant to Article 10, the Executive Committee shall set the Annual Class fees which

ISAF Class Associations shall pay. **This fee shall be no more than the lowest MNA subscription fee as set by the ISAF Council.** Such fees shall accrue from the date that the class's application for ISAF Class Association Status is received at the ISAF Secretariat, but such accrued fees shall not be payable until the earlier of the date when the ISAF status is granted or until the next annual class fees are payable.

#### Current Position

See above

#### Reason

1. Currently the each class pays almost three (3) times the amount of subscription fee as the lowest price subscription for an MNA. At last count over 60 MNA's pay the lowest subscription fee and get a vote and full membership in the Federation. The Classes do not get any such benefits for their subscription fee.
2. The Classes currently pay more per year through subscriptions and builders fees than all of the subscription fees paid by all the MNA's. (Last year published the classes paid 235,407 GBP vs. 206,369 GBP for the MNAs.)
3. Over the last 7 years the classes have paid a total of approximately half a million more pounds to ISAF than all the MNA's combined (1.90 million to ISAF vs 1.36 for the MNAs) over the same period.

# Motion #2

## **Title: Fair representation for Classes**

### Purpose or Objective

The ISAF Classes shall each be given the same representation rights as a Full MNA member at both a meeting of the Federation and at the Council and its committee levels.

### Proposal

The Constitution and the Regulations of the ISAF are to be changed to give effect to the principle that an ISAF Class shall have the same right of representation at the Meetings of the Federation and at the Council Level as does an MNA.

This will mean that each Class will have a vote just like an MNA at a Federation meeting. Additionally Classes will be given seats at the Council table in proportion to their numbers vis a vis the MNA's. They will also be given the right to nominate members to committees and other parties just like the MNAs currently do.

Regulations to this effect will be drafted and re-affirmed at the next Council meeting and Constitutional Change proposals effecting this change will be made for ratification at the next General Meeting of the Federation.

### Current Position

The Classes currently have no vote at the meetings of the Federation despite paying virtually the same fees as the MNAs and have only a token representation at the council and its committees.

### Reason

The Classes are democratically governed on a worldwide basis and are comprised of active sailors who are part of the world wide sailing community and who have a broad geographical distribution. However due to the current system have no say for the election of the Board of the ISAF and very little say in the council.

The current system is not representative of the sailors or their numbers as distributed around the world. This will give a more representative and therefore more democratic situation than we currently have where a small number of sailors in one MNA can have the same vote as an MNA with many thousands of times more sailors. There is no representation by population of sailors in the current system of electing at Meetings of the Federation.