

ILCA Governing Board Meeting Minutes – August 8, 2019

Attendance: Meeting Chair, Todd Wake, Tom Allen, Robert Astrove, Bill Cabrall, Josh Goldman, Brian Hayes, Sr., Kip Hamblet (proxy for FL District), Gary Hurban, Joan Hurban, Hugh Hutchison, Bill Mauk, Peter McGinity, Debbie Probst, Doug Wake. Quorum achieved by Proxy.

President Wake called the meeting to order at 10:19am and passed around the sign in sheet.

Meeting Minutes from Governing Board meetings March 2019 were presented, Hugh Hutchison made a motion to dispense the reading and approve as submitted, Doug Wake seconded, all approved - motion passed.

President's Report: Todd Wake

At the 2019 Worlds, World Masters and Europeans we had 13 countries represented over 2 weeks of sailing. There were great conditions. We lost one day of sailing but were able to sail all scheduled races. We had 3 all-female teams and 14 first time participants at the Worlds. The Greek Revitalization efforts of several years ago are working, they sent a container to the Worlds. Overall, the state of the Class is good. We are seeing a lot of junior and female participation growth and lots of family sailing. This is a good time to upgrade your boat – buy a new(er) one and sell your older boat to someone new. One item of action that needs attention is the format for the NAs. A review committee is being assembled.

Chief Measurer's Report – William Cabrall

There are several measurement issues that came up at the Pan Am Games. These were resolved, but future discussion is possible. These issues were related to the main sheet system and pumping. Bill is interested in different opinions, please talk to Bill if you would like to discuss.

World Sailing is working toward Day Zero Compliance for measurement. At the Pan Am Games David Sprague did a great job pre-measuring to make sure everyone complied. This allowed for measurement gauges and the main sheet system questions to be checked without anyone being penalized.

Bill is interested in serving on the NAs review committee so measurement can be discussed as this is a big process of the NAs.

Measurement at this event (BCC NA's) we had a few measurement issues with boats were weighing light and the angle of dangle measurements. It might be time for a new scale and possibly new measurement instruments.

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

The finances of the ILCA remain reasonably stable although the erosion of North American Skipper Dues is an area of concern. 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.

The Profit and Loss Statement through July shows net ordinary income of \$12,776. This compares favorably to a net ordinary loss at the same time last year of \$815. The dramatic change in the Profit and Loss statement is attributable to several identifiable entries.

Total income for the period is actually up by only \$1,144, an increase of 2.3% as compared to last year. The most obvious component of that change is an increase of \$3,600 (102.6%) in the receipt of sail royalties. The increase is actually more consistent with past trends and suggests that last year's lower number was an anomaly.

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 to date show a decrease of \$3,390 (13.3%), or approximately 60 skippers. Some of that decrease may simply be a matter of timing as renewals are now on an annual basis and may not match up with dues payments from last year for any specific skipper. The significance of the year over year variance will not be known until year-end numbers are available, but it is an entry that bears continuing attention. We have instituted a program of

reaching out to the organizing authority in advance of each District Championship to remind them that all participants in the event must be ILCA members. That program has shown initial positive results.

Skipper Dues from South America show a healthy increase and although European Skipper Dues are lower than last year, we expect another payment of Skipper Dues from Europe shortly which should bring that entry into line with last year. The financial statements show a modest increase in the payment of fleet dues and we will continue to reach out to delinquent fleets to increase this category further.

Regatta Income shows a substantial increase, but this is most likely a matter of timing and the fact that this year included a World Championship.

The mid-year numbers show a substantial decrease in expenses. The largest of these decreases is the expenditure for Website Operations. Last year saw an inflated expenditure in this category as we incurred extraordinary costs for data entry and other expenses related to the transition to the new website. This inflated expense is a non-recurring event.

Among the other expenses, it is noteworthy that the Class gave a modest increase in the compensation of our Executive Secretary. The increase in her compensation is not reflected in the current Profit and Loss statement but that is a matter of timing.

There was also a substantial reduction in the expense for Store Merchandise as a function of the fact that remaining inventory levels are adequate.

The financial reports on specific funds will be provided by representatives of those funds but the overall picture of ILCA finances remains healthy.

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:

VP and Committee Reports:

North American Championships – Todd Wake for Josh Goldman

The 2020 NAs will be held at the Edgewater Yacht Club in Cleveland, OH in our classic format. The Women's, Junior and Masters' will be held at Pymatuning Yacht Club in PA. Josh will be heading a committee to discuss the format of the NA's, so we don't have to keep passing temporary amendments for specific NA events.

Southern Circuit – Laura Jeffers for Ryan Ruhlman

For 2020 we are scheduled for 4 racing days in St Pete (Sun-Wed Racing) and 2 racing days (Fri-Sat) in Savannah. Savannah YC is very excited to have us back. We were in a situation where we were unable to schedule event dates in Miami that fit into the 1-week schedule for the Southern Circuit. Bill Mauk has done a great job keeping us in Miami, but we will not be returning to Miami in 2020. Bill has also resigned as Southern Circuit co-chair and we thank him for his service in this roll over the past several years. We are looking to fill this position, if you know of someone that would be a good fit for this please contact Hugh or myself.

ILCA Fund

The ILCA Fund is always looking for new efforts to support. The committee is open to suggestions.

Legacy Program - Matt Fisher - Written Report (Jeffers read the report at the Meeting)

The legacy program has had some significant learnings in the last 12 months. The goal of the program is to attract quality used boats that are donated to the class so that skippers and crew who cannot afford a 10 year old or less boat can join the Lightning class and compete in regional regattas and fleet races. The class would "lease to buy" these boats over a 3-year time period.

With the first boat through the program we had a good sailor who wanted to get involved and sail a Lightning. Unfortunately, we had quality issues with the boat that proved too much to maintain. After multiple trips to two different shops we mutually agreed to terminate the contract.

We understand that there are many boats that are unused and can likely be put in race condition with some maintenance. If we aggressively advertise to donate your unused boat as a "Legacy" to the Lightning Class, we may be overwhelmed with boats that we really don't want. Obviously we don't know which boats need what amount of repair and we have learned that there needs to be some type of more formal assessment through a builder or experienced boat shop that is complete and would provide a realistic estimate of what, if anything needs to be done to the boat to get it ready to sail. That would mean that before someone donates their Lightning, we would assess the quality of the boat before accepting. That could get awkward. The Legacy program is still evolving.

In the meantime, we are in the process of selling one of the donated boats from Joe Disette to 2018 Boat Grant Recipient Ryan Davidson of the Charleston Lightning Fleet.

Discussion ensued and Jeffers also reported that over the past 3 years, 3 Boat Grant Recipients are now official boat owners.

Classic Boats - Bob Astrove

Our annual Classic Boat Get Together, held the last weekend in June at Keuka, YC in Hammondsport, NY was our best yet! We had 14 boats. Activity in general amongst our group is good.

Lightning Labs - Gary & Joan Hurban

In 2019 Lightning Labs were held at the Southern Circuit through the Mentor Program and in Northern Greece where we have new activity. Other plans for this year include Colombia in possibly October and the South American Championships in November. Discussion ensued and we will look for possible instructors that also speak Spanish to reach more participants at the South Americans.

Marketing – Doug Wake

Social media activity has been strong. If you are hosting a major event, please reach out to Doug. It will help to have someone local to cover the event. It's best to find someone not sailing. He has a 5-item bullet point list of best practices for social media posting. Send the information to Laura to post, or we can make someone an editor for the duration of your event.

On a side note, as a younger person, I encourage you to engage more youth in leadership rolls.

Youth World Championship - Debbie Probst

The 2020 Championship will be held in Sheboygan, WI USA in June. We are expecting 24 teams. Victor Lobos has agreed to be the next Youth Worlds VP for the next cycle.

Atlantic Coast Championship - Brian Hayes

Susquahanna Yacht Club did a great job hosting the ACC's in PA July 13-14. We had 30 boats and 17 were 1st time ACC participants. Don Brush from Burlington, VT was this year's winner. In 2020 the event is scheduled to be held in the NE Area. Years ago, this regatta brought in 50-60 boats. It might be time to put out a survey to gauge interest in this event.

FL Winter Series – Bill Mauk

We have added the King's Day Regatta, Jacksonville, FL in November to the FL Winter Series. In addition to the new November regatta, we will head back to Lake Monroe Sailing Association in Sanford, FL in both December and January. We will then conclude the series at the St Pete NOOD at the St Petersburg YC, St Petersburg, FL in February. We have lots of local college sailors that can fill in as crew. We are looking at adding more hooks – like coaching on Friday's to get people excited about participating.

Charters ratified or revoked:

None at this time.

Ratifications of Executive Committee Rulings

1. Temporary Amendment – Ruling from July 22, 2019.

By vote of the Executive Committee on July 22, 2019, acting on behalf of the Governing Board, the number of boats required for a Governor's Cup at the 2019 North American Championship was increased from more than 35, to more than 44. Article XIII (A)(3) of the Document Governing All Sanctioned Lightning Class Championships is temporarily amended as follows:

3. The 33 Skippers receiving the lowest number of points in the races plus the reigning North American Champion and all Skippers tied for 33rd place shall be entitled to sail the final series to determine the North American Champion. However, if the reigning Champion chooses and so notifies I.L.C.A. at least thirty days ahead of the first elimination race, he may sail in the Qualifying Series. If he qualifies for the final series to determine the North American Champion the Fleet will be increased to 34 and all Skippers tied for 34th place. The remaining Skippers shall sail for the Presidents' Cup, except that where more than 44 remain after selection of the Championship group, a Governors' Cup series will be conducted. In such case the remaining Skippers shall be divided equally between the two series with those totaling the least points sailing in the Presidents' Cup series. Skippers tied for the last qualifying position in the Presidents' Cup series shall be entitled to sail in that series as shall the odd Skipper should the number to be divided be unequal.

Todd asked for a motion to accept the temporary amendment as presented. Discussion ensued. Kip Hamblet made a motion to accept, Bill Cabrall seconded. All in favor, no opposed.

Unfinished Business

None at this time

New BusinessNA's Evaluation Committee:

Todd expanded on the idea of a NAs Committee to evaluate participation, consistency and format. The committee should be headed by Josh Goldman, VP of NAs and should be a representation of all users, professional, youth, women, master and geographic diverse. Discussion ensued.

Measurement:

Todd brought up the main sheet ruling from the Pan Am Games Bill Cabrall mentioned in the Chief Measurers Report. He and many were on the phone and skype calls before the games and we would like to discuss the issue. Discussion ensued.

Youth Involvement:

Bill Cabrall talked about getting more young people involved in the Class. College sailing team grads are good prospects. Maybe partner with your local colleges and their sailing team alumni group.

Pan Am Games:

The requirement to have equal gender representation in the Pan Am Games was noted again and a discussion ensued as to how the Lightning's could be more proactive towards this goal.

Adjournment

Wake called for a motion to adjourn, Bill Cabrall made the motion, Doug Wake seconded. All in favor. Meeting adjourned 12:26pm.

Submitted by Executive Secretary, Laura Jeffers.