

ILCA Governing Board Meeting

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

St Petersburg Yacht Club, St Petersburg, FL

Attendance: Meeting Chair, Hugh Hutchison, Tom Allen, Robert Astrove, Bob & Sterling Bush, Bill Cabrall, Steve Davis, Ian Edwards, Josh Goldman, Brian Hayes, Sr., Eric Heller, Gary Hurban, Joan Hurban, Debbie Probst, Robert Ruhlman, Bob Shapiro, David Sprague, David Starck, James Taylor. Via phone: Bill Bogardus, Todd Wake. Quorum achieved by Proxy. Also in attendance: Jan Davis, Ralph Stevenson

Treasurer Hutchison called the meeting to order at 11:39am and passed around the sign in sheet.

Meeting Minutes from Governing Board meetings July 2018 were presented, David Sprague made a motion to dispense the reading and approve as submitted, Bill Cabrall seconded, all approved - motion passed.

President's Report: Todd Wake - 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 - Written Report

Measurement activity this winter included re-certification of the Allen Molds and boat, determining the measurement checks for this summer's sanctioned events, several questions concerning specifications and measurement tolerances, and discussions on plywood kit boats.

This work has highlighted a need to reconstitute the Measurement and Technical Committees, which have not been active recently. Review of the class Constitution and By-Laws reveals that these committees should be re-established on an annual basis. This effort is currently in progress for this year.

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).

Expenses have been submitted and approved by the Treasurer and are in the process of reimbursement.

Once the certification work is complete, I intend to formally ask the EC for certification as a class measurer. As it happens, that never has been done! I also hope to attend David Sprague's IM class in June, although the date conflicts with the Dixie District Championship Regatta, so I am waiting to see what the NAs qualification ratio is before committing.

This effort also highlighted the fact that the current measurement instructions were written for wooden boats and should be clarified for fiberglass hulls in some areas.

Special mention and thanks are given to Anne Allen for putting the team up at her lovely home in Buffalo during the measurement process

Mauro Petrini has started work on developing computer cut files for creating the plywood parts that would go into a 'kit built' Lightning. I have corresponded with him (along with Bob Astrove) on several aspects of this project. From a measurement perspective, my current position is:

- a. Class specifications currently allow for plywood-built boats and provide guidance on scantlings and technical aspects
- b. The 'West-System Stringer Frame Lightning' book describes an approved method of building such a boat
- c. Using a computer file to cut out parts is simply a more precise method than marking wood with a pencil and cutting by hand. The part is what matters, not how it was cut.
- d. The ILCA measurement community can assist such a project by resolving technical questions about specifications and scantlings but will not offer opinions about fast or slow hull shapes or provide access to existing builders measurement data.
- e. I have not done or said anything to imply the ILCA has a financial interest or commitment in this project. I do believe the EC should discuss this issue and make sure everyone knows where we stand.

Bob Astrove has told me that Corky Gray is also working a similar project.

I have responded to several questions concerning specifications and measurement rulings this winter. I received a request concerning what materials may be used for a jib luff wire. Research has indicated that there was a ruling in the early to mid-70's on this topic, but it is not in any of our online data (specifications, rulings, yearbook reports, etc). I acquired a set Flashes going back to the late 60's and found a single reference to resolving the 'Jib Luff Wire Issue' but have not found what that issue was or how it was resolved yet.

This may also be a project for the Technical Committee, but I wanted to review the published record first. I am now a believer in having all our heritage digitized and stored online. With regard to measurement issues, the data in decades of the Flashes is a crucial part of our technical baseline and needs to be available to help resolve issues and questions as they arise.

Nelson Schmidt sent me several photos and a question about allowable fiberglass hull deck joint tolerances. Based on the information given, a review of the specification in question, and a conversation with David Sprague (who wrote the language for that specification) the boat in question was legal.

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.

While doing the research needed for hull recertification and looking for any existing rulings on Jib Luff Wires, I have noticed small inconsistencies between the dialogue in the Flashes, published copies of the class specifications (as late as 2004) and the material currently posted on the website. While I remain confident in the integrity of our technical baseline, I have added a task to my to do list for a careful review between current published and posted data. I would also like to break out the measurement instructions into a separate section and expand the content and tools described there to make it easier to measure fiberglass boats. Rubrail and hull/deck joints are different on glass boats, for example, and require different techniques and tools to measure them. 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.

In addition to Cabrall's written report he also mentioned that he was communicating with the measurement team from the Worlds in Finland and that they have a very capable team. Cabrall will not be attending the Worlds in Finland.

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.

Discussion ensued regarding sails made in China and ILCA Sail Royalties and also on where the growth is in the US.

Secretary's Report:

Bogardus attended the meeting via phone. He was welcomed as a new addition to the Governing Board. He helped craft the two amendments that will be voted on later in the meeting.

VP and Committee Reports:

North American Championships - Josh Goldman

The 2019 NAs will be held at the Buffalo Canoe Club in our classic format. 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 - David Starck

Reporting for current co-chairs, Bill Mauk and Ryan Ruhlman, there has been a lot of discussions. In Miami we are only seeing boat participation in the 30 number range and that is not enough to run a break even event. Scheduling dates there is becoming more challenging. While many enjoy sailing at Coral Reef we are not sure this is the best option for moving forward. 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.

Cabrall commented that Coral Reef did a great job this year.

ILCA Fund - Steve Davis

Davis represents, Fund Committee members, Paco Sola, Lenny Krawcheck, David Starck, Bill Fastiggi and himself. The committee is active, just 2 weeks ago it approved up to \$2,000 to repair and have a travel case made for the Youth Worlds Trophy. A portion of the fund is invested CD's and is doing OK with returns while the majority is invested in mutual funds.

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

The intent of the Legacy program is to request donated boats to the Lightning Class, and then lease those boats to new members who otherwise would not be able to afford a competitive boat. In the spring of 2018 the Class leased a donated boat to a eager Lightning sailor. After several months it was realized that there were some structural issues that resulted in the boat needing to be repaired by Allen boat company. Because further repairs are needed a decision was made to terminate the lease agreement and give the member his money back.

The high level intent of the Legacy program makes sense and is a potentially very worthwhile idea to make a boat more affordable to someone who otherwise would not be able to obtain a competitive boat. But the process requires a stronger evaluation of the boat, mast, trailer and parts than what the class currently has capabilities to economically and efficiently manage. There is a clear understanding that there are many boats throughout the country that are likely worthy to be in the program. There are likely an equal amount of boats that have not been sailed in many years and may have issues similar to what we experienced this past year. Assessing the difference is something we don't have the ability to do today.

The class office provided a couple members of the Legacy committee lists of boats in the Ohio and Central Atlantic Districts back to boat #14500. We are in the process of finding those boats to get a clear idea of the boat's condition. With that said, we are still evaluating the Legacy program and likely there will be a recommendation to change to process and format. As of now the idea of requesting donations is on hold until we have a better idea on how this can be managed.

Discussion ensued regarding boat insurance, boat loaning and borrowed boats. More information is needed before a plan can be developed and activated.

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.

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.

Atlantic Coast Championship - Brian Hayes

Will be hosted by Susquahanna Yacht Club in PA July 13-14. They are very excited to have us! This will be a fun event.

Classic Boats - Bob Astrove

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.

World Sailing - David Sprague

World Sailing continues to fail Classes and is more focused on Olympic sailing. In 2024, 8 of the 10 Classes proposed for the games are different. Sprague encourages sailors to get involved with your national organization (MNA involvement) - for example those in the US - US Sailing. WS is facing huge financial difficulties. Members are now being asked to pay to attend the midway meeting. From the Lightning Class position, we need to get someone involved. There is a push to move the Pan Am Games to more of the Olympic Classes focus. Discussion ensued. After Peru 2019, the Pan Am Games will be held in Chile and at this point things are looking good for status quo, but we need to keep the pressure on and Lightnings in the fore front.

Youth World Championship - Debbie Probst

Brian Hayes was acknowledged for his work in Greece at the 2018 Youth World Championship in Greece. It is apparent that we need a Class Rep at every event from that area. The 2020 Championship will be held in Sheboygan, WI USA.

District Reports:

Sterling Bush gave an overview of the **PNW District**: 2 active fleets, Fleet 283 VLSC in Vancouver, WA with 14 boats and Fleet 90 KITS in Vancouver, BC with 7 boats. These two fleets are 330 miles apart. Last summer 3/4 of the District went to the NAs in San Diego (12 boats, 15 skippers). Another 6 boats are located Sal Spring Islands and we are trying to get them to be part of the PNW District. They need help getting road worthy trailers and sails. There are other areas that have had Lightning activity at one point that could be rejuvenated. Last summer in San Diego there was discussion on hosting the Pacific Coast Championship in the middle but nothing could be arranged for 2019. The PCC Trophy has been restored and it looks beautiful.

Bob Shapiro reported for the **NE District**. Burlington, VT is the largest most active fleet, with participation from Bow Lake, Massabesic Lake and Squam Lake Fleets but the others are struggling. Activity could be stronger. They are looking into bring back the District Circuit Trophy.

David Starck reported that the **Lake Erie Districts** will be held in conjunction with the **Canadian Open** on July 27-28. This will allow the western Ontario sailors the ability to drive to the Canoe Club participate in the July event then leave boat/car and then return for the NAs.

Discussion ensued regarding Fleet Development.

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

Bill Bogardus summarized the following:

A. Pursuant to Article XVIII paragraph 5. of the International Lightning Class Constitution, the Executive Committee proposes the following temporary amendment to Document Governing All Sanctioned Lightning Class Championships, Articles Which Apply Specifically to the North American Championship.

Temporary Amendment #1: To allow entry to the 2019 North American Championship Fleet for the skippers sailing the 2019 Pan American Games, the following is proposed in paragraph #4:

Article XIII – Racing Conditions

A- ELIMINATION RACES

1. All boats entitled to enter the North American Championship Regattas shall be divided into equal flights and shall sail a Qualifying Series. Boats shall be rotated between flights so that each Skipper will have an opportunity to sail against as many different Skippers as possible. Four elimination races shall be scheduled, to be sailed the first two days. If all are sailed, three will be scored. If less than four are sailed, all will be scored. If, by the end of the second day, at least three races have been sailed, the Qualifying Series will be terminated. If less than three races have been sailed in the first two days, the Qualifying Series will continue on the third day. As soon as a total of three races have been sailed (including those sailed previously) the series will be terminated and yachts scored on the basis of the races sailed. If, after three days, only one race has been completed, the Qualifying Series will continue until two races have been completed. This changes RRS A2 and shall be included in the Sailing Instructions to be valid.

2. The right of appeal shall be denied for the qualifying series per RRS 70. The Notice of Race and Sailing Instructions shall so state and there are specific stipulations in RRS 70. The Executive Committee may waive this requirement if the host venue can not meet the requirements of RRS 70.

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 35 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

4. For the 2019 North American Championship only, due to a scheduling conflict between events, all Skippers that skipper an entry in the 2019 Pan American Games shall be allowed entry into the final series to determine the North American Champion without sailing the Qualifying Series. Entry of any of the 2019 Pan American Games Skippers will have no affect on the number of Skippers allowed entry from the Qualifying Series into the final series to determine the North American Champion pursuant to Article XIII (A)(3) of the Document Governing All Sanctioned Lightning Class Championships. Under the

circumstance where the Qualifying Series will be counted as one race in the Championship Series, the Pan American Games Skipper entries will have his or her average points for the race(s) sailed in the Championship Series will be counted as one race. This changes RRS A2 and shall be included in the Sailing Instructions to be valid.

A motion was made by David Sprague to accept the motion as presented. David Starck seconded, all were in favor. Motion approved.

B. Pursuant to Article XVIII paragraph 5. of the International Lightning Class Constitution, the Executive Committee proposes the following amendment to Document Governing All Sanctioned Lightning Class Championships, Articles Which Apply Specifically to the North American Championship.

Amendment #2: Under Article XIII – Racing Conditions, Paragraph 2 of Section B should be amended for consistency as follows, with no end date. Red highlighted section indicates new wording:

B-Final Series

1. The number of races scheduled in each of the final series, Championship, Presidents' Cup and Governors' Cup, shall be six, five of which will be scored. If, at the end of scheduled racing, two races or less have been completed, the final results of the Qualifying Series (including ties) will be counted as one race in the Championship Series, Presidents' Cup and Governors' Cup.

Under the circumstance where the Qualifying Series will be counted as one race in the Championship Series, President's Cup and Governor's Cup, in case the defending North American Champion chooses not to sail in the Qualifying Series, his or her average points for the race(s) sailed in the Championship Series will be counted as one race. This changes RRS A2 and shall be included in the Sailing Instructions to be valid.

Bill Cabrall made a motion to accept as presented. Josh Goldman seconded. Majority were in favor, motion passed with one vote no.

C. Other New Business:

Kits/Plans:

Bill Cabrall announced that there was interest in putting together kits of the plans by 2 groups. This is an interesting discussion. At this point no financial commitments have been discussed at any level and he is just making the Governing Board aware that this is happening.

Adjournment

Hutchison called for a motion to adjourn, Bill Cabrall made the motion, David Sprague seconded. All in favor. Meeting adjourned 1:35pm.

Submitted by Executive Secretary, Laura Jeffers.