

## **International Lightning Class Association**

### **Governing Board Meeting - *DRAFT MINUTES To be voted on March 23, 2018***

**November 21, 2017**

#### **Salinas Yacht Club, Salinas, Ecuador**

Attendance: Meeting Chair/President, Todd Wake, Thomas Allen, Bill Cabrall (phone), Ian Edwards, Josh Goldman, Pablo Herman, Gary Hurban, Joan Hurban, Hugh Hutchison (phone), Ian Jones, Victor Lobos, Nolan A. O'Neal, Robert Ruhlman, Ryan Ruhlman, Nelson Schmitt, Matthew Schon, David Starck. Others in attendance: Jaime Calderon, Dan Cox, Wilfredo Fano, Daniel Mendoza, Ralph Vendeland.

President Wake called the meeting to order at 8:48am - Quorum was not present. He welcomed the group and then everyone introduced themselves.

Minutes of the Last Meeting will be voted on at the next meeting.

#### **Presidents Report: Todd Wake (submitted written report)**

First, I would like to thank immediate past-president Victor Lobos and all the other ILCA volunteers for their service to the class. We are also very lucky to have a world class club like Salinas Yacht Club hosting this world championship. Thank you to Paco Sola and the entire team in Salinas!

The class is strong in North and South America. Finland is a bright spot in Europe and we hope that the 2018 European and Youth World Championships being held in Greece will boost Lightning sailing in that area. We are also leaders in female, youth and family participation, all of which have been and will continue to be great strengths of the class.

The ILCA fund has been aggressive in supporting international development and we are studying the possibility of helping to send another container of boats to Greece in advance of the championships they are hosting in June. This program has already made a difference in several countries and I encourage class members to donate to the fund so we can continue to support its efforts.

I know the Pan Am games are particularly important to our members in South America and I would like to engage South American sailors on the Governing Board, on the EC, and in other positions in the future to help promote the class and communicate with officials involved with the games. This will help ensure that the Lightning continues to be included in the Games. I also encourage participation in the Pan Am test event in Lima, Peru; the class and PASAF would like to see participants from all Pan-Am nations so that the test event can closely resemble the real games in 2019.

Membership levels have been stagnant or slowly declining. This is true across sailing in general, but it makes it doubly important for us to recruit and retain members. Additionally, it is important that those of us that sail Lightnings join the ILCA to maintain our class structure and integrity. Our strength as a class is at the fleet and district level and it is important for those of us in leadership positions to make sure that all Lightning sailors see the benefit of a strong class and join. As always, people are what makes the ILCA special; let's continue to make the extra effort to recruit new members and welcome them in class.

In addition to Wake's written report he added, following the Amendment that the Governing Board passed in March to amend the Plans and Specifications relating to the Main Sail number/letter/emblem layout (specifically Article V- Sails, paragraph 75) World Sailing suggested some administrative changes that were accepted by the Executive Committee. The final wording was posted in the Class Rules and went into effect June 1, 2017 as intended.

In July the Executive Committee made a ruling acting under prompt action to amend the temporary amendment with regards to the 2017 NAs and the increased number of boats that were expected.

### **Chief Measurer's Report: Bill Cabrall (submitted written report)**

Measurement was successfully accomplished at the WJMs, NAs, SAs, And Worlds this year. The Class Scale and a set of sail measurement mylars were re-calibrated for the WJMs/NAs.

Time constraints pushed us to limit measurement checks at the WJMs, NAs, but a fuller check was done at the Worlds, and did result in some boats making "adjustments". This shows we need to continue to check more items. To do the best job, we need a day and a half to 2 days.

More boats in the fleet are right at minimum weight, approx. 10% at each regatta weighed light initially. Note that a 1-3 pound difference (697 to 700 lb, for example) is 0.4%, tighter than the normal tolerance of most scales will read. A competitor that strives for a minimum weight boat should expect to sometimes find themselves light.

To make this easier to fix, I am contemplating asking the technical committee to consider drafting a rule change allowing up to 5 lb of weights to be bolted to the aft-most deck brace. This would make it easy for someone to add (by bolting it in an easily accessible location high and aft) weight if they found themselves underweight.

We are having an issue with painted on numbers at the moment, but I have talked to representatives of the sail making companies involved, and they are taking strong steps to resolve and eliminate this issue. The sails involved are being fixed and/or replaced, and I believe this issue is now under control.

Notes have been taken on the measurement process, and will be written up and posted on the website as a set of articles in the race management section. This should greatly help future regatta planers and organizers.

At all regattas I worked on measurement for this year, the number of volunteers promised were not always available. In each case, more people were promised than showed up, and all the initial planning looked good. At the WJMs and NAs, I drafted the crew off my own boat (they were not on the original volunteer list), and worked them hard. At the Worlds several class stalwarts stepped up and helped.

These people are Saints, and represent the best values and traditions of the Lightning Class. I cannot say enough about them in only a page, but I do have a lot I could and will say once I find a forum.

Thank you one and all.

**Treasurers Report: Hugh Hutchison** reported via phone that overall the Class is strong financially. Membership continues to dip, North American Skipper dues are down (about 5% as of Nov 15th) while South American Dues are holding even. Sail Royalties are significantly higher than the previous year, up about 157% (equates to \$10,277). Expenses are being held below budget, down about 3% over last year to date. The ILCA fund has spent some funds this year. They have helped to support some of the upfront costs with setting up and transitioning to the new website platform.

### **VP and Committee Reports**

**North American VP:** Josh Goldman recapped the [Temporary Amendment](#) to the Document Governing pertaining to the 2018 NAC to be held at Mission Bay YC, San Diego (July 23-28) that will be voted on

later. The amendment outlines two racing scenarios: 70 boats and under and 71 boats or more. Discussion ensued.

The 2018 WJM's will be held at Pontiac Yacht Club (MI) August (Aug 3-5) and 2019 WJM/NA's Buffalo Canoe Club August (TBD).

**Peru District Report:** Jamie Calderon gave an overview of the growth of Lightning sailing in Peru. Much of this success is due to the support of the International Development Efforts and the ILCA Fund Committee and the many Class members who helped by selling their boats, transporting and packing the boats up to be shipped to Peru. They are now seeing 16 boats actively sailing. Another successful effort was the introduction of the Peruvian Boat Grant Program. Calderon introduced Daniel Mendoza, the first Peruvian recipient. Mendoza thanked the Class for these types of opportunities and he is delighted to be involved with the Lightning Class. The people are so nice and I am happy to be here with all of you at a World Championship. The Peruvian Fleet is happy to welcome Lightning sailors in 2019 for the South Americans and the Pan American Games.

**European Report: Lauri Hemming (submitted written report)**

Lightnings are sailed mainly in 4 countries in the Europe.

Finland has the most active boats and 21 boats competed at the nationals this year. There are 4 active fleets in the country participating in club races. The Finnish Lightning Association arranges every year for a 6 race event ranking series and training days.

There has not been boats delivered to Finland since 2015 and there is some demand for the USD 6-8000 priced boats. Presently there are about 30 competitive boats in Finland.

Greece is active with 3 annual bigger events; National Cup, Navy Cup and Voula Regatta. There were 15-19 boats in these events. Lightning Sailing Academy at Voula is arranging club regattas monthly and lightnings at the YCG have mainly been used for match racing.

There is demand for the USD 5000 priced boats in Greece but the economic conditions are very poor.

Italy I have no report about, but I believe the lightnings are regularly sailed at Marsala. The sailing in Trasimeno area is sporadic.

Switzerland, I have no report. There is only one competitive boat to my knowledge in the country.

Unfortunately the tradition of annual European Championships has broken partly due the long distance between the 2 most active lightning countries, difficulty in finding an organizing clubs at a reasonable cost in other countries.

2018

The Yacht Club of Greece is arranging for the European Championships last week of June followed by Nautical Athletic Club of Voula arranging Youth Worlds first week of July. Athens and Voula in particular are great sailing venues.

There is a demand for a further container of four boats with a budget of about USD 5000 per boat to be delivered next spring. I hope the class can assist the Greeks as these boats would be needed at the above races.

2019

The Sailing Club of Espoo [www.espoonpursiseura.fi](http://www.espoonpursiseura.fi) and the Lightning Association of Finland [www.lightning.fi](http://www.lightning.fi) will be arranging the Master's Worlds in combination with the European Championships and Finnish Nationals in last week of June and the Lightning Worlds the first week of July. The club arranged the 2016 Europeans, the race committee is very professional and the sailing venue is free of interfering traffic.

Sailing in Europe is governed by ISAF affiliates. They have a tendency to support Olympic classes so the success of the Lightning class is entirely dependent on the individuals involved with the class.

Thank you for your attention.

**Youth Worlds:** Ian Jones reported that the deadlines for competitors were published in Flashes. The first deadline (February 1, 2018) is for each Lightning National Class Association or National Authority to inform the ILCA Class Office of the number of boats it intends to enter. Watch the Class Website for additional deadlines after February.

**Other Reports from the Floor:**

**Boat Grant:** Matt Schon announced Greg Fisher will be joining David Van Cleef and himself in leading the Boat Grant Program.

**Lightning Labs:** Gary and Joan Hurban encouraged the group to get in touch with them if there was any interest in hosting a lab in their area.

**Charters Ratified or revoked**

None at this time.

**Ratifications**

None at this time.

**Unfinished Business:**

None at this time.

**New Business:**

Lauri Hemming opened a discussion on Master participants all having to be 55 or older, not just the skipper. Peru is scheduled to host the 2019 South American Championship. Joan Hurban brought up discussion on all Corinthian trophies or events.

Ian Edwards made a motion to adjourn and reconvene the meeting at a later time. The motion was seconded by Joan Hurban and all were in favor. Meeting adjourned 10:16am.

**The Meeting was reconvened at 10:22am on November 25th by President Wake, with quorum achieved by proxy.**

A motion was made to accept the [temporary amendment](#) to the Document Governing pertaining to the 2018 NAC. It was seconded. Motion passed. 35 Yes, 10 No and 1 abstain.

Ian Edwards made a motion to adjourn the meeting, Josh Goldman seconded. All were in favor. Motion passed. Meeting adjourned at 10:24am.