

ILCA Governing Board Meeting Minutes – March 11, 2023 - DRAFT
Meeting held virtually via Zoom.

Attendance: Meeting Chair, Bill Bogardus, George Andreadis, Robert Astrove, Peter Bright, Joe Buczkowski, Bob & Sterling Bush, Bill Cabrall, Greg Fisher, Josh Goldman, Hugh Hutchison, Clarke Newman, Craig Pomeroy, Bob Shapiro, David Starck, Nick Vazakas, Bertie Werley. Executive Secretary Laura Jeffers.

President Bogardus called the meeting to order at 11:04 AM Eastern Time and attendance was taken via Zoom participant list.

Meeting Minutes from Governing Board meeting March 5, 2022 and September 7, 2022 were presented. A motion was made by Josh Goldman to dispense the reading of the minutes and accept them as presented. Bertie Werley seconded, all in favor. Motion passed.

President's Report: Bill Bogardus – Written Report

A Class for now, and a Class for the future

2022 was about transitioning the Class away from Covid-19. We did well in that respect. In a World where racing is increasingly expensive, we provide World Class sailing in a platform that is affordable for nearly everyone. We had well attended regattas with a 50 boat World Championship, a 42 North American Championship, a 42 boat WJMs, a 42 boat ACCs and most recently a 22 boat Helly Hansen regatta. As of this writing, we have 42 signed up for the Winter Championship and 23 signed up for the Deep South regatta. The new Pan Am format has increased the participation of women at the highest level, and our Under 30 initiatives, including Limbaugh fund entry subsidies and the Boat Grant program, have increased participation from younger competitors. We have weathered the pandemic well. The focus now turns to the future of the Class. To keep up with the times, significant changes are required. With that in mind, each member of the Executive Committee has been assigned a specific task to facilitate these changes. I have to thank each of them for their hard work in leading these efforts.

First, you will hear from Treasurer David Starck on our 2023 budget proposal. In short, operating the Class on a roughly \$80,000 a year budget is no longer feasible, and additional revenue is required to continue the level of service expected by our members. A small dues increase will allow the Class to keep our level of service consistent while expanding popular programs.

Next, you will hear from Chief Measurer Joe Buczkowski, who has spearheaded the committee on electronics. With Class needing better social media content, the average sports watch containing GPS capability, and new starting line technology on the near horizon, a framework was needed to update our dated electronics rule. Over the past 85 years, the Class has always adapted to new technology, from wood boats to fiberglass, from wood spars to aluminum, from card compasses to electronic. Our ability to adapt is part of why we have survived so well for so long.

For much of later part of 2023, our racing attention will be focused on South America with the Pan AM Games in Chile, and a Masters, South American and World Championship in Columbia. Class Secretary Julio Velez has been instrumental in getting teams to the starting line for the qualifying regattas for the Pan Am Games. His efforts and connections to improve South American participation and engagement are a big reason we will have a successful Pan Ams Games and World Championship.

One of the real successes of the Class over the past 20 years has been the WJMs. Starting as an offshoot from the NAs, the regatta has evolved to be a powerful standalone event with over 40 boats. Very few, if any, classes have been able to achieve that level of popularity beyond single person boats. In reviewing the Masters regatta, I was surprised to learn we had no rules on the books governing the event other than age requirements. Bertie Werley has been heading up the Masters Committee, which will have recommendations based hours of discussion and over 200 survey results.

Beyond the executive committee, we have reports from our Vice Presidents on a regatta slate set through most of 2025, and Classic Boat Group that has a workshop in the coming weeks and a growing Classic Boat Regatta in June, and the Boat Grant committee with new teams eager to be part of the sailing schedule for 2023.

All of this is coordinated by our extraordinary Executive Secretary Laura Jeffers. Her knowledge, intuition, and leadership keep the Class moving forward year after year, President after President. Most recently, Laura was able to help shift the location of the 2022 South American Championship in a matter of days if not hours, to deal with an unforeseen flood. I have no doubt the Class will continue to benefit from Laura's efforts and love for the boat.

So here is my ask for the rest of 2023. Go sailing and pick an extra event that you usually don't attend. You usually make new friends when you leave your comfort zone. Next, take someone sailing that is not your usual crew or teammate. Most people are impressed by the Lightning once they try it. Finally, when someone complains about how expensive sailing is, or how professional the sport has become, counter them with the Lightning Class, providing World Class sailing in a platform that is affordable for nearly everyone.

Chief Measurer's Report – Joe Buczkowski - Written Report

Now that Winter is over, I hope everyone is taking the opportunities to work on boats and get them up to speed. As always, if any questions arise, I am available to help out.

I want to thank all the volunteers at Sayville YC and at Cedar Point with measurement. Their help was instrumental in making measurement at both events go smoothly.

Since the annual meeting in September there have been a few things in the works. As I have mentioned in the past, one of the goals I have as the Chief Measurer is to update the class electronics policy. It needs to be updated to reflect today's age of technology and application in a realistic manner. When our current policy was adopted any of the more capable devices that were available and useful on a Lightning were also very expensive. Today, the cell phone is very capable and widely utilized. The advent of electronic watches wasn't envisioned, and social networking was just a fun thing. Now the cell phone is your camera, a viable safety device for 911/coast guard, calling the RC or verifying that you can safely continue to compete. Watches are now advanced with many features such as monitoring your health. Social media has grown from the simplicity of my space to several widely distributed and interactive platforms required to promote your class. Action on the water can be recorded with any number of devices such as a go pro and uploaded to social media giving immediate feedback and promotion of the class. And, yes, all of this is affordable to the average sailor.

Doug Wake did a great job of bringing the youth movement and ensuring we took action. I had the privilege of working with a group of class sailors to update our policy. Doug Wake, Dave Sprague, Bill Cabrall, Doug Clark and Ryan Ruhlman all supported the effort bringing a wide range of insight into the discussion. We believe that the proposed change to the bylaws is a good balance of tradition, maintaining the core values of the class, integrating electronics that makes sense and allows the class to position itself as leader rather than a follower in sensibly adapting electronics into our passion of sailing.

As a secondary to this initiative, I am also working with a group of members to evaluate current models of electronic compasses that would be legal under the proposed rule to make it easier for everyone to know what can or can't be used.

As you read the proposal and prepare to cast your vote at the winter meeting, please do not hesitate to contact me or any of the members of the committee with questions or clarifications. I want you the members of the class to make an informed decision when you cast your vote.

I look forward to continuing to serve the class and getting back on the water soon.

Treasurer's Report- David Starck - Written Report

Lightning sailing in 2023 is off to a great start. There are a few topics I would like to highlight:

2022 financial Recap: We had a decent year, finishing in the black. We brought in over \$72,000 in revenue and had approximately \$71,000 in expenses. All in all, we were satisfied with what we were able to accomplish.

Notwithstanding, we are all witnessing rising costs/inflation, whether that be at the pump, grocery store, business supplies, or anywhere else. The Class is not insulated from this. Therefore, at the April 2023 ILCA Annual meeting, the Executive Committee is proposing a modest dues increase as follows: Active Skipper/Boatowner: \$55 to \$75, Associate: \$30 to \$40, Crew: \$10 to \$15. We feel this is critical to help keep a balanced budget while offering the services and value membership expects (and deserves).

Class Membership: This is mission critical. Having a strong class office is one of the reasons this is such a healthy one-design class. Memberships are good for 12 months, PLEASE renew your skipper membership, crew membership, family memberships on time. Emails are sent out about 30 days prior to your renewal date. Every membership counts, don't forget to have your crew sign up too!

Speaking of memberships, please consider an additional gift to one or more of our Funds. Gifts are recognized as follows:

- *\$20 in excess will qualify for Contributing Membership
- *\$50 in excess will qualify for Supporting Membership
- *\$100 in excess will qualify for Donor Membership
- *\$500 or more in excess will qualify for Benefactor Membership

Fleet Dues: Are due each year in January and are \$30 per year. To date we have 41 Active Fleets. That is about 54% of last year's Fleets. Please check the website to see if your Fleet is current and if it is not, please contact the Class Office to pay the dues.

Not using your boat? Consider selling it. There is great demand for used boats, especially hull numbers 15000 and higher. Please reach out to the class office office@lightningclass.org with any questions or contact me: davestarck@icloud.com

Europe and South America: do you want ideas to build your fleet? Need boats? Need funds to support your efforts? Contact the Class Office or me anytime and let's discuss. I would be willing to conduct a clinic via Zoom or simply answer rigging and tuning questions you might have. Send me an email davestarck@icloud.com with your ideas.

Support Junior Lightning Sailing: If you have a boat and want to help your fleet grow – please consider lending it to a junior team. It is rewarding to know you are helping the next generation of Lightning sailors. The Junior North American Championship is August 1-4 in New Jersey. Every fleet out there should have at least ONE JUNIOR TEAM from your club represented. Make it happen!

Secretary Report: Julio Velez (Written Report)

A big part of our management has been to promote our class to attract more young people to sail. For this reason, we accepted Doug Wake's suggestion to update our electronics policies and that they be in line with current times. For this, there is a committee of Lightning sailors headed by our Chief Measurer Joe Buczkowski. This without leaving aside keeping the Class in the forefront of the sailing world and this includes Scuttlebutt Sailing ads and other means of social media.

Our efforts have also been directed to South America, where after a hard work of the Executive Committee we were able to get the South American Championship to take place in Brazil in December 2022 after a series of inconveniences including a last-minute change of venue due to a natural disaster. The important thing was the support that the organizing committee had from us where we helped with efficient and effective solutions.

We have also approached other countries in the region such as Venezuela and Uruguay that do not sail Lightnings. We are encouraging them to compete in the last event – the Pacifico Cup that provides the final 2 Country slots for the next Pan American Games. Hopefully this can happen, it would be excellent news for the class.

Lastly, this year is the Worlds in Cartagena, Colombia. We have been in constant communication with the organizers, and we can ensure that it will be an excellent championship. In my case, I have gone sailing there twice and the city, the

beaches, the weather and the conditions are spectacular; For those who have doubts about going, do not think twice, you will not regret it. You can also visit the official Worlds website <http://www.lightningworlds2023.com> and follow them on both social media Instagram and Facebook accounts so that you are up to date with all the news and preparations.

5th Executive Committee Member – Bertie Werley

Bertie was tasked with chairing a committee to evaluate the number of races per day for Masters events. Bertie presented a very informative PowerPoint presentation. View the full presentation here:

<https://www.lightningclass.org/docs.ashx?id=1152608>

VP and Committee Reports:

Boat Grant – Greg Fisher

Greg summarized his written report but added a special thank you not only for monetary donations but also those of time – towing boats and checking over boats, etc. **Committee Report** (written report)- Greg Fisher/Ryan Davidson co-chairs, Matty Schon, Bill Fastiggi, Karl Allen, Bill Faude, Caroline Patton Committee members

First, on behalf of all the Boat Grant Committee, we'd like to thank the Lightning Class Board and membership for all your support. It is your passion that continues to fuel the program and encourage it to grow and give so many young sailors the opportunity to enjoy the class and all it has to offer.

Because of all your support we are able to offer our teams new or nearly new boats and barely used sails. This top-notch equipment has clearly encouraged more teams and more talent to apply and sail in the class. Thank you again. 2022 was a great year for the Boat Grant program. We were fortunate to have three strong teams- both in talent and in character. Hopefully you all were able to meet them and have a chance to enjoy them as we did. One of the skippers was a Rolex Yachtsman of The Year Finalist! One team is actively looking for a boat of their own as a result of their experience with the class! What an incredibly successful year!

2023 appears to be on track to be equally successful with a great group of diverse applicants with different backgrounds and talents, as well as from different areas where Lightning sailing is strong. We are enthused with a subtle change in the demographic of our group of applicants this year. While in recent years we seem to have encouraged primarily college age or recent graduates from outside the class, this year many of our candidates have close ties to the Lightning class. They may have sailed or crewed the boat before, been encouraged by Lightning members to apply or even been involved as a member of a Boat Grant team before. We are enthused that we seem to be reaching all levels and demographics of young sailors from inside the class as well as those curious to learn more about it.

The committee has interviewed the candidates, identified some outstanding teams, and will make the final decision for our 2023 Boat Grant Roster next week. We plan to announce the winners before the end of the month.

One new directive for the program is to encourage the boats, normally idle from November to May, to be sailed at the Southern Circuit. We reached out to a handful of recent Boat Grantees and invited them to come sail a boat in St Pete and Savannah. Immediately we had three strong teams sign up. All we recognize as long-term potential members of the class and true Lightning owners. Unfortunately, one team had to back out but we still have two teams- one skippered by Mitch Hall, the other by Sean Hannigan. We hope you have the time to meet them and encourage them to stick with us! Without question this opportunity to see the boats sailed nearly year-round is exciting and bringing the Lightning experience to even more sailors- who we all hope we consider our class long term!

Southern Circuit

President Bogardus reported that the 2023 schedule is set: March 18-22, 2023 - Winter Championship - St Petersburg YC, St Petersburg, FL and then March 23-25, 2023 - Deep South Regatta - Savannah YC, Savannah, GA. For 2024 - working on St Pete and Miami dates.

Pan American Games –

President Bogardus announced Country Qualifiers scheduled, so far ARG and host CHI have qualified. Two country slots are available at the NAs in September and two more at the South Americans in December. To qualify you must sail in the Pan Am Games configuration of at least 1 male and 2 females. The Games will be Oct/Nov 2023 in Chile. Class Secretary added that the VP of Pan Am Games position on the Governing Board is vacant, we are hoping to fill this position with someone from South America. If you know of anyone interested please let us know.

VP of NAs – Josh Goldman

We have Metedeconk River YC on board to host the 2023 WJM NAs August 1-4 with 3 days of racing. Chip Till will be our PRO. Just down the road from there Toms River YC will host the North American Championship August 5-11 – that will give us back-to-back events. The Buffalo Canoe Club will host our 2024 WJM North Americans and North American Championship in the beginning of August. In 2025 we have accepted a bid from Larchmont YC to host the WJM NA's in the beginning of August. We hope to bring the 2025 North American's back to a Southern location sometime in the Fall with a shortened format – maybe 3 days of racing. Bids are being accepted for that event.

World Championship – Rob Ruhlman -Written Report

Abby and I are currently in Cartagena with Tom Starck and Gustavo Tamayo meeting with a number of people to discuss as many details of the event as possible. Gustavo is making the meeting arrangements and we will have much more to report after this trip.

In short, the planning process is well under way, and we are on track for a great event. Gustavo and the team down there are doing a great job. The NOR's are going through the review process and Todd Fedyszyn is signed up to be PRO. We have great interest from South American countries to attend and the US interest is good too.

In addition, Peter Bright, VP from Colombia and part of the 2023 Worlds OA reported that they are close to publishing the NORs on Yachtscore. Also they are working on a website to help with generating sponsors and promoting the event.

South American Championship

President Bogardus reported that the 2023 championship will take place in Colombia with Worlds.

European Championship

The 2020 and 2021 Championships were canceled due to COVID and 2022 was canceled due to lack of participation. Nick Vazkas reported that they are still trying to figure out a 2023 date or concept to that they can get more than just 2 countries to participate. The war in Ukraine has driven transportation costs up. Discussion ensued and a meeting with David Starck, Nick and George Andreadis will be set up soon.

Canadian Open Championship

Will take place at Kitsilano Yacht Club July 8 & 9, 2023. Sailing will be on Burrard Inlet/English Bay. This will be the first time the Canadian Open has been in Western Canada in 40+ years. Bob and Sterling Bush reported that we need to revitalize California and the Pacific Coast Championship. Bill Cabrall noted that sailing in Kitsilano is a spectacular location!

Classic Lightnings Report – Bob Astrove (written report)

We had another good year in 2022, hosting our annual Classic Lightning Regatta as part of the Keuka Lake Champagne Regatta last June. Bill Bogardus joined us in a loaner boat, and I think went home having enjoyed a fun weekend of sailing these old boats. We had 10 boats participate last year and hoping to get to 13 or 14 in 2023. We already have semi-commitments from 11 boats for the event June 24/25 at Keuka Lake NY. This event is held concurrently with the Champagne Regatta which is for the modern boats, and the combination of the two fleets makes for a really fun event, in a drop-dead beautiful location to consider coming to.

We continue to provide on-line support to the Lightning community helping each other with a myriad of maintenance issues and questions. For each of the past 2 years our on-line forum has received over 3500 postings, or almost 10 per

day. The group currently has just under 400 subscribers.

In addition, there is lots of private emails, phone calls, and zoom sessions with members helping members on a wide range of topics.

For 2023 we are dipping our toes into organized classes. Partnering with the Finger Lakes Boating Museum we have 11 people signed up for a weekend workshop where we hope to re-canvas the decks of 4 old wood Lightnings. This will be held March 31 through April 2. We will be teaching the traditional method of finishing a Lightning deck. Maybe more important we will be helping get 4 old wood Lightnings back on the water. I already sense this is something we will attempt to do again, on a different boat maintenance task or issue.

In the ideas for 2023 category, I visited Corky Gray, our Class Historian, while picking up a used trailer in NC two weeks ago. After an hour of noodling through his office / workshop, we kicked around an idea to do some zoom or recorded YouTube videos on our history. Corky has a unique way of telling a story and we think this could be an interesting and fun way to share some of our class history.

I also want to pass on some feedback I recently received from Bob Bush (PNW District), who has suggested we start compiling a series of basic maintenance outlines or YouTube Videos that could benefit all Lightning sailors. I think this is a good idea. Any volunteers to assist?

That all sounds positive, and it is. But at the same time, we really haven't grown in membership in a couple of years, and we have only marginally increased our participation in other local Lightning activities. We still have work to do.

New England District Report - Bob Shapiro NE District Commodore, Nathan Cunningham, NE District Secretary – (Written Report)

The New England District is adding two open saltwater regattas to the schedule this year - a one day regatta in Duxbury, MA June 18 and for the first time in 30 (?) years, we are back in Marblehead Race Week (Helly Hansen Sailing World regatta series) July 28, 29 and 30. We'd love to have boats from other Districts join us for these events.

Last year we expanded the qualification criteria for our District WJM regatta. Women boats needed to be Mixed+ (at least two women), Junior boats needed to average an age of 20 instead of all be 20, and Masters also included 3 generations of a family of any age. This resulted in 3 extra boats qualifying for our District WJMs; we will continue with this experiment in 2023.

The New England District is struggling to get the number of boats we would like to have at regattas, but we have a large contingent of young people sailing, especially at Squam Lake. And we're posting videos on Tik Tok as well - meet 'em where they are.

For 2024 we're working on a plan with the CT/RI District for a joint districts regatta to be held in Hingham, MA in late June. More open saltwater sailing!

Pacific Northwest District Report – Anne Sterling Bush & Bob Bush, PNW District Co-Commodores (Written Report)
District Summary: (Sterling Bush)

The PNW District will have 4+ active fleets in 2023, up from two fleets just three years ago. Our biggest issue is the distance between fleets. We made a trip across the district this past summer, visiting all sailing venues. The round trip was slightly over 2000 miles and included three ferry rides. With a clamoring for more Lightnings from the fleet on Salt Spring Island, the district sailors decided to grow the fleets by bringing moderately priced (\$7,000 - \$10,000), competitive Lightnings to the district. As we must cross the border for our Canadian friends, good trailers are a requirement. November 2022 saw the first of the double decked boats arrive and March 2023 will bring another two.

Fleet Reports:

Fleet # 90 – Kitsilano Yacht Club – (Ian Weekes)

It has been a challenge to get out sailing in 2022. The Spring storm created severe damage to the outer dock area, plus the combined conflicts with Covid and finding crew. Repairs to the outside dock included new concrete, Improvements on the ramp with a winch, the Hoist received an overhaul and some of the boards on the wharf needed replacement. This summer's Co-Op Program of youth and adults is underway and is giving us crew and possible members. Lightning boats are needed at the club to promote sailing. Making room for the new boats and regattas will be serviced by removing older keels boats not being used at the club.

The date for the Kitsilano Invitational Regatta is July 8 & 9, 2023 and will be the Lightning Canadian Open too. Sailing will be on Burrard Inlet/English Bay. This will be the first time the Canadian Open has been in Western Canada in 40+ years.

Two new 14,000 series boats are coming to KYC in 2023, however long-time fleet members Matt Henley and Johanne Berube will be joining the Lightning fleet on Salt Spring Island (outpost – Royal Vancouver YC).

Fleet # 229 – Eugene Yacht Club (Chinook) – (Bob Bush)

An ILCA Provisional Fleet status for development was established in April 2022 after a fleet hiatus of over 10 years. This year we will have four skippers and five boats and will be looking for more skippers and crew to continue to grow the fleet. The sailing waters on Fern Ridge are some of the best in the western US, with fresh water, a big lake (a 2.25-mile circle fits in the lake with farmland beyond), plenty of deep water and no weeds. The predictable thermal caused by the cool Pacific Ocean and the hot high desert to the east make summer sailing conditions perfect for one-design fleets. The 250-family club also hosts the University Oregon and Oregon State sailing teams. EYC runs many national one-design championships with two scheduled for 2023.

Fleet # 283 – Vancouver Lake Sailing Club (Columbia)

The VLSC annual regatta was held in June with Philip Parshley winning the event. This regatta is named for John DeBenedetti, a long time PNW Lightning sailor, district commodore, and life member in the class. Many folks in the Vancouver Lake area are working hard to improve the waters of Vancouver Lake. A constant battle of low summer waters and more recently different weed infestations have required work on multiple fronts to keep both the sailing and rowing clubs able to hold competitions.

Fleet # 527 – Royal Vancouver Yacht Club at Scott Point – (Bill Cote)

The new BBQ floating Dock, as of 2021, has been improved upon by doubling its size with two BBQ's and more picnic tables and movable umbrellas. There is a possibility of a tent cover for 2023. The SPOG (Scott Point Old Guys) has six skippers on the island and still have the problem of finding crew. Travelling to other regattas is challenging with few road-worthy trailers, multi-ferry rides to get to the mainland and costs. To get more skippers, they need boats - ready for purchase. There is interest in membership, but no good boats for sale in the range of under \$5,000. The boats need to be serviceable to get into Canada and continued maintenance on the Lightning boats is problematic at this time.

Fleet # 368 Kalona, BC – Fleet 368, Kelowna, sailing on Okanagan Lake.

Bob and Sterling Bush met with the fleet members with a desire to see what the District and Class can do for this fleet and help them become active once again. There were five boats in the dry dock area. We held an informal Lightning Lab for them and gave out some of our lab pamphlets and helped out with a few repairs. Bob gave a quick hands-on lesson for "heavy air" sailing for two participating skippers. We enjoyed a very nice picnic pot-luck supper later, on the waterfront. Okanagan Lake, in the lower British Columbia interior, is a large inland lake produced by multiple glaciations. At 84 miles long and 2-4 miles wide, with depths over 500 feet, it is similar in many aspects to some of the larger finger lakes in New York State.

Other district items:

New Members get Paid ILCA dues for the first year. To increase membership in the ILCA and introduce new boat owners to the class, the district is experimenting with using some of the district funds to pay for a year of membership in the class. It is incumbent on the Fleet Captains to communicate this to the PNW District Treasurer/Commodore. Fleet and District treasury. As fleet and district treasurers change, there can be a requirement to open a new account personally and keep that account for district or fleet treasury. This requires a measure of trust, but the funds are

normally low enough and sparingly used, that this process seems to work. An enhancement of this is that when opening a new account, look for promotions from banks that provide \$200-\$400 as an incentive, for opening the new account. Yes – there are a few hurdles to overcome, but this is a wonderful way to increase your fleet treasury without taxing your members.

ILCA Membership. The ILCA website as a “Learning” tool. There are past Lightning Labs and Crewing Videos for your viewing. This membership keeps you connected to other sailors in the same boat class. The value of your boat is directly proportionable to the strength of the Class. The participation is up to you, but being a member is value – lifelong friendships, bonds, and a working relationship with the class and its resources.

Fleet Sailing v Racing. With our fleets spread so far apart, fleet sailing remains our primary avenue for sailing our Lightnings. Perhaps instead of a Lightning Lab – focused on racing, we could use a Lightning Lab focused on fleet activities, day sailing, and boat maintenance.

No further reports from the floor or written reports.

Charters ratified or revoked:

The Chinook Fleet 229 requests to be reinstated. Bob Bush, Sterling Bush and John Mahoney are current boat owners looking to revive this Fleet at the Eugene Yacht Club sailing on Fern Ridge Reservoir. Clark Newman made a motion to reinstate Fleet 229, Bill Cabrall seconded the motion. All were in favor, no one opposed. Motion passed.

Ratifications of Executive Committee Rulings

None at this time.

Unfinished Business

1. Mast and Boat Production

President Bogardus reported that the manufacturer has hired more employees and materials have arrived. New boats and masts will be seen soon.

2. Formation of a committee to evaluate the number of races per day for Masters events

See the Executive Committee Report from Bertie Werley.

3. Electronic Devices and Social Media Proposal by Doug Wake – See the Executive Committee Report from Chief Measurer Joe Buczkowski.

New Business

None

Adjournment

With no other items from the floor. Bogardus called for a motion to adjourn, Bob Shapiro made the motion, Joe Buczkowski seconded. All in favor. Meeting adjourned 1:03pm.

Submitted by Executive Secretary, Laura Jeffers.