

ILCA Annual Winter Meeting

Minutes – August 8, 2020 via Zoom –DRAFT – To Be Approved April 10, 2021

Attendance: Meeting Chair, Hugh Hutchison, Quorum achieved by Proxy.

President Hutchison called the meeting to order at 9:35 AM Eastern.

Roll Call of Fleets: 5, 12, 23, 50, 109, 126, 146, 154, 173, 187, 194, 228, 266, 279, 283, 329, 335, 405, 429, 430, 435, 488, 493, 509, and 522. With proxies from Fleets 36, 54, 108, 110, 135, 192, 198, 216, 253, 257, 270, 332, 415, 506, 512. Quorum achieved.

Meeting Minutes from Annual Winter Meeting April 25, 2020 were presented, David Sprague made a motion to dispense the reading and approve as submitted, Bob Shapiro seconded, all approved - motion passed.

President's Report: Hugh Hutchison – written report

I am happy to report that the state of the International Lightning Class is good.

“Good,” of course, is a relative term. To say that 2020 has been a year like no other is clearly an understatement. As I have reviewed a number of past President’s messages, virtually none of the normal themes apply. Lightning Class activity focuses on one key thing and that obviously is sailing. This year sailing, as we have known it, has in large part been shut down. Nevertheless, although it is tempting to observe that the state of the Class is good with respect to everything but sailing, that would simply not be true. The truth is that the state of the class is good with respect to everything but regattas.

News from around the country and the world confirms that despite the pandemic, Lightning sailing has resumed in many forms, each reflecting the conditions applicable to each individual venue. In fact, the COVID-19 pandemic enhanced the opportunity to show the strengths of the Class in other than traditional racing events. Modified racing formats have supported a return to the water in a number of fleets. Day sailing activities have picked up. Learning experiences in the Lightning and the introduction of the Lightning to first-time sailors have sprouted in multiple locations. Junior sailing has been emphasized at a number of fleets. The flexibility provided by the Lightning has made it possible to get back on the water in as safe a manner as each sailing location and activity permits. The current issue of Flashes highlights the many ways that Lightning sailors are getting back on the water. The variety of examples is impressive.

We are all aware of the many cancellations of regattas during the course of the season. There are still a number of fall regattas on the calendar but there is no guarantee that conditions will be suitable for the safe resumption of those regattas for the presently foreseeable future. In fact, as of today, it is hard to be optimistic about any light at the end of the tunnel unless and until a vaccine is readily available or there is some other significant breakthrough. The fact that we cannot be sure when we will be able to resume our normal regatta schedule does not mean, however, that the Class has been inactive. In fact, the Class is ready to step up without missing a beat and resume all the usual activities on a moment’s notice.

Although all of our major championships have been cancelled this year to date (save the South Americans), planning is underway for each of those events next year. The Florida Winter Circuit dates are in place, the Southern Circuit dates and locations are locked in, The North Americans and WJMs will be contested in the same locations next year as they had been scheduled for this year. The Europeans will be sailed on the same waters they had been scheduled for this year. All elements are in place to pick up where we left off as soon as conditions permit.

The Youth World Championship has been pushed back by a year but will still be held in Sheboygan. With respect to the Youth Worlds, the Governing Board adopted a Temporary Amendment to the Document Governing All Sanctioned Lightning Class Championships to allow sailors who had committed to attending the 2020 Youth Worlds but will be over the age limit by next year’s event to still qualify to sail in that event. This step was taken to maximize participation and talent and maintain a positive relationship between the class and the competitors who would have otherwise been deemed ineligible through no fault of their own.

Lightning Labs have taken a hit since social distancing rules have precluded gatherings of the type necessary to conduct those programs in their usual format. Nevertheless, our members have continued their engagement with the experts

they look forward to hearing from using a Zoom format. Access to those high-quality programs is currently available on the Class website.

Our Boat Grant Program has taken a hiatus on the water although three accomplished teams were identified to participate in this year's program. Despite the absence of on-the-water activities this year, I'm happy to report that the three teams are on board to participate in the program next season, and we look forward to providing them with the opportunity to experience Lightning sailing at its best. However, just because the program has not been active on the water does not mean that the program has been put on hold for the year. Far from it. The Boat Grant Committee has continued its work throughout the pandemic. The Class is now in the process of purchasing a brand-new boat and has just purchased a top-end previously owned boat. The equipment available for program participants next year will be second to none.

The effort to keep the membership engaged through communications cannot be overstated. This year we have published quarterly submissions in Scuttlebutt, maintained a regular publication schedule with Flash Blasts, continually updated blogs and other entries on our website and routinely updated Facebook, Instagram, and Twitter entries. Our most current issue of Flashes is only slightly less imposing than War and Peace.

Our finances are in as good order as could be expected under the circumstances. The ILCA Fund has stepped up to provide the support required by the Boat Grant Program and we are in the process of initiating a fund-raising effort to further support that program.

It may be obvious that I have not cited any individual to highlight their specific role in keeping the Class moving forward. That is not an accident. The fact is, between the Class officers and all of the other volunteers who have contributed to the ongoing success of the Class, there are simply too many to mention. Nevertheless, my thanks go out to all of you for your continuing contributions of time, effort, and resources. The state of the International Lightning Class is good because of each and every one of you.

Although many of our volunteers work in anonymity, the results of their efforts clearly do not go unnoticed. US Sailing has just initiated an e-newsletter titled The One Design Line. The Lightning Class has been requested to submit an article for the section on "best practices" of one design classes to keep fleets and individual members engaged and active in the class, to be published in the September issue. US Sailing has requested our input to "share what one class is doing well and makes a difference with the rest of the one design community." It speaks volumes that US Sailing has turned to the Lightning Class to provide one of the initial examples of how to do things right.

Although it is out of any of our control, I look forward to getting back on the water and rejoining many of you when we resume our full schedule of events. Until then, stay safe.

Chief Measurers Report: Bill Cabrall

For the past 20 years, on this very weekend I have been in a parking lot checking or measuring boats at the North Americans. Unfortunately, we are not in Cleveland this week, but today as your chief measurer, sitting at my desk in Annapolis, all of your boats weigh in at 700lbs and you are good to sail. Thank you all for the service and assistance during my years as chief measurer. As I pass the baton on to Joe Buczkowski, I'll just remind everyone that all of our specifications and rules are posted on the Class Website. If you can't find the information that you are looking for there you can ask myself or one of the other Assistant Measurers or Joe as the Chief Measurer. I'd like to thank you all for a wonderful ride during my tenure as Chief Measurer.

Treasurer's Report: Bill Bogardus – written report

The following report was based off the June 30, 2020 financial statements.

Of note for 2020:

Income

NA Skipper Dues are still down slightly (8.4% over this time LY) representing \$1,605.

NA Crew Dues are down 53% representing \$1,690.

Fleet Dues are down slightly 10% representing \$220.

Sail Royalties are still down significantly.

Merchandise is still above last year's figures.

Expenses

Flashes line item up over last year, \$1,600 because we didn't have any issues last year.

CC Fees are temp up over last year as well due to a higher rate that we should get back at some point - this is due to COVID-19.

Regatta Expenses are obviously down.

Overall, we are down \$2,794, but when you add in Annual Operational Donations (\$2,120) we are only slightly down by \$674. We have increased our advertising with Scuttlebutt and have issued Flashes on time, a large improvement over 2019.

Pending purchases on the asset side include a new Boat Grant boat from Allen Boat Works, funded by the ILCA fund, as well as an upgraded boat, Allen 15475, to allow the program to operate as designed in 2021 and beyond. Both of these purchases will be reflected in future financial statements. Assets remain relatively even from the Winter Meeting at \$321,000.

The budget for 2020 was formulated and passed by the Executive Committee prior to the onset of Covid-19. The virus presents us with some unique challenges, especially with the collection of dues with regatta postponements and cancellations. We ask you to do a few things:

Pay your skipper and crew dues on time;

Pay your fleet dues, including overdue 2019 dues, now;

Contact your Fleet and District members directly and ask them to pay their dues now. Emphasize the Lightning family and the support the class provides in regatta organization, entertainment, and boat valuation;

Buy sails and boats from our loyal vendors;

Make a donation to the Class or your favorite Class fund.

We have weathered the virus well so far. Our financial strength, our large class size, and our global diversity should allow us to emerge as a stronger, more engaged and more focuses class.

Secretary Report: David Starck – written report

One of our main goals this year was to promote our great Class to the general sailing community. Together with Executive Secretary Laura Jeffers and the Executive Committee, we have focused on promoting the class via Scuttlebutt Newsletter. The paid advertisements, published 4x throughout 2020, has helped us in this effort. After publication, we resend to ILCA members via the class social media outlets. It has been a worthwhile investment thus far.

As far as Scuttlebutt ad content, we have really focused on our strengths: 1. Great boat for all ages and gender 2. Strong class organization & financially sound 3. Boat Grant success 4. Affordability 5. Day-sailing and world-class racing 6. Accessibility 7. Strong membership 8. Family, Friends, and Fun. In the most recent Scuttlebutt ad, we let former Lightning World champion David Dellenbaugh do the talking. See Ad:

<https://email.sailingscuttlebutt.com/t/ViewEmailArchive/j/799AAC7FB381D1AC2540EF23F30FEDED/C67FD2F38AC4859C/ Great stuff.>

As we move forward in 2020, we will continue to share with class members and the sailing community why the Lightning Class is the BEST ONE-DESIGN in the world! If you have any ideas on how we can convey this message, please share your thoughts with me or anyone else on the Executive Committee.

VP and Committee Reports:

ILCA Fund: David Starck for Steve Davis

The ILCA Fund has supported the Boat Grant Program this year by funding the upgrade of equipment. Wondering what you can do during this time to help the Class? Donate to one of the funds. These donations will help secure the future of the Class. President Hutchison added that when you look at the Lightning Class one of our strengths is our financial stability. We are fortunate to have that and thank all those who are involved in these efforts.

Boat Grant: Greg Fisher – written report

All three of our teams were disappointed they couldn't enjoy the 2020 summer season, including the NAs in Cleveland, but all three recipients; team Lolly Vasilion from Vermont, team Julian Fraize from Cleveland and team Jack Murphy from the Rhode Island area, are enthused to pick up right where they left off in spring 2021. As we've mentioned previously, nearly all 9 of these fine sailors have either present or former college sailing experience and represent

exactly the demographic we want to encourage to join our great Class! Depending on when we are all able to get back on the regatta circuit (hopefully this fall!), you'll have the opportunity to meet your Boat Grant teams and give them a warm welcome!

Even with this down time the Boat Grant Committee continues to move the program forward. Our new Allen boat 15619 is nearly complete and ready for sailing soon, and another newer used boat 15475 has been added to the stable. This brings our current equipment count to three boats, all have new sails and are no more than 11 years old.

These new steps and opportunities for future Boat Grantees have only been possible through the incredible generosity of so many ILCA members. All of us on the Boat Grant Committee truly appreciate your support. Your continued involvement and confidence means so much and ensures the Lightning Class will be able to make this super program available to so many young enthusiastic sailors for years to come!

World Sailing: David Sprague

President Hutchison began by recognizing David for the tremendous amount of time he puts forth in representing the Class at this level. Sprague thanked Hutchison for the acknowledgement but mentioned others in the Class do just as much. He continued to explain that as an International Class we use their rules, their officials, etc. It is large mostly political organization and is in trouble financially due to overspending and other mistakes. At the last meeting, the Class submitted 13 proposals to help fix some governance and financial issues. The focus of World Sailing is the Olympics and much of the other items are going by the wayside. This is an election year, so things are a bit different. There is a new CEO who began just 3 weeks ago. Sprague would like to thank the Executive Committee, Hugh and Laura for the support with the submissions. If anyone wants more information on what is happening at World Sailing just ask. Sprague is happy to talk about it.

North Americans: Josh Goldman

As both 2020 North American events have been canceled, the two hosts have agreed to host these events in 2021. WJM's at Pymatuning Yacht Club in Jamestown, OH Aug 4-7 and the North Americans at Edgewater Yacht Club in Cleveland, OH Aug 8-14. The 2022 North Americans will be hosted by Sayville Yacht Club in September, dates TBA. We are looking for a WJM host for August 2022. If there is any interest, please contact the Class Office or Josh directly.

South Americans: Hugh Hutchison

At this point the December event is still on schedule for December 2-5, 2020 in Colombia.

Upcoming Events:

Canadian Open – Sept 5-6 Thunder Bay, canceled – Ross Bailey, it is his hope to host the event in 2021.

Wild Oyster – Oct 16-18 Charleston, so far, still on as scheduled with safety precautions in place. September 8th a final decision will be made – Greg Fisher

Frigid Digit – Sept 26, Annapolis. One day event, limited to District members only. Two divisions options, 2 or 3 crew and spin and non-spin. Rain date is Sept 27th. – Joan and Gary Hurban

FL Winter Series – as of now all events are as scheduled. Jacksonville (Nov 21-22), Sanford (Dec 5-6), Sanford (Jan 16-17), St Pete NOOD (Feb 12-14) – Laura Jeffers

2021 Southern Circuit – as of now all events are as scheduled. St Pete (Mar 20-24), Savannah (Mar 25-27) – Laura Jeffers

It was also noted the South Shore YC was going to hold a one-day regatta Aug 15th and Sheboygan YC a one-day Brotz Regatta Aug 29th. This adaption seems to be a trend in District regattas. Allows for racing without any social events or overnight stays.

Executive Secretary: Laura Jeffers

There are two items that the Class needs help with. First, anyone with ideas for future Flashes Newsletters please let us know. Monica Morgan is doing a great job helping to gather content but help in this area is always needed. Secondly, if anyone has interest in helping to kick off the Member Forum section of the website, we are looking for volunteers.

Other Reports from the Floor:

Greek District: President Hutchison reported that the Greek District is moving forward with a plan to be recognized by the National Authority. Special recognition goes out to our members in Greece. A complete report is in the latest issue of Flashes.

Lightning Labs: Gary & Joan Hurban

In person labs for 2020 have been pretty much wiped out. Let us know when you are ready to reschedule or start planning new labs. In the meantime, there are many videos posted on the Class Website. Take advantage of those to brush up on technique and tactics. On the Class Website, www.lightningclass.org Go to the Racing Tab, then Articles and Videos link. There you will find a long list of available videos.

Other Written Reports:**Youth Worlds:** Debbie Probst – written report

There is nothing new to report concerning the Youth Worlds. This Fall I will begin discussions with the regatta organizers and country reps to assess expected participation, feasibility of holding a quality event and the timeline associated with each.

Classic Boats: Bob Astrove – written report

In general things are good. We have many new participants on our forum. I know of 3 classic boats sold just recently and a 4th maybe shortly. While our annual regatta has been rescheduled for Sept. NY COVID quarantine rules currently restrict participation from most other states. But interest in Classic Lightnings is as strong or stronger now than it has been over recent years. If anyone has a classic boat question, please reach out to Bob.

Unfinished Business

None at this time.

New Business**2020-2021 Slate of Officers:** Todd Wake

Todd presented the slate of nominations. He thanked those that have served and those that will continue. A special note of thanks was given to Bill Cabrall for his service as Chief Measurer. Stepping up into this position is Joe Buczkowski. The rest of the Executive Committee has agreed to stay on another year. Todd asked for a motion to approve the slate as published/presented. Clarke Newman with Fleet 435 moves the slate be approved, David Sprague with Fleet 146 seconded the motion. Hutchison called for any opposition in either public or private chat. With no opposition, the motion passes.

Hutchison continued to also thank Julian Calvin who is rolling off the Governing Board as VP Special Projects - Nigeria and Brian Hayes, rolling off as VP Special Projects - Atlantic Coast Championships. Both have done a great job and on behalf of the Class we express our appreciation.

He added a note of thanks to the other Executive Committee members, David Starck, Bill Bogardus, Bill Cabrall and Steve Davis for their dedication to the Class during this difficult time. Even though we are not out sailing on the water this group is meeting regularly to identify issues and solutions. Hutchison continued and added a personal note of gratitude to Bill Cabrall for all his efforts as Chief Measurer over the past 4 years. His technical expertise and sage advice have been greatly appreciated.

In conclusion, Hutchison recognized Todd Wake and his service as immediate past president and secretary. For his work in organizing the North Americans and currently as co-chair of the Youth Worlds. For his help in running a Lightning Lab in Chile and his work on the nominating committee. He is a champion on and off the water. On behalf of the Executive Committee and the entire Class we award you with a Life Membership. Wake was very thankful and was honored with the recognition. He said he has gotten a lot out of the Class and it is our duty to give back. It is rewarding to serve, and he encourages others to get involved.

Adjournment

Hutchison called for a motion to adjourn, Doug Wake made the motion, David Sprague seconded. All in favor. Meeting adjourned 10:31am.

Video Recording of the Meeting: <https://youtu.be/scRxiOBDhKU>

Submitted by Executive Secretary, Laura Jeffers.