

## **Written Reports: Annual Winter Meeting, April 10, 2021**

### **President's Report: Hugh Hutchison**

After experiencing a year like no other, I am pleased to report that the state of the International Lightning Class is good.

A year ago, we made what was then a difficult decision to cancel the Southern Circuit. It clearly was the right decision. At the time, there was optimism that by mid-summer, and certainly the Fall at the latest, our lives, and particularly our sailing lives, would return to normal. We now know that was not to be. Throughout the season, one by one regattas were cancelled. To the extent that regattas were conducted, many of them utilized a format that addressed the concerns of the pandemic. Social distancing was the order of the day. For many of us the season was essentially a wash out.

Nevertheless, despite the reduction in our normal sailing activities, the Class was far from idle. Among the highlights was the continuing effort to upgrade our communications within the Class and beyond. For example, my August annual report mentioned that the Lightning Class had been requested to submit an article to US Sailing to highlight the "best practices" of one design classes to keep fleets and individual members engaged and active in the class. Our submission described our ongoing effort to grow our fleets through the use of our boat grant program to attract younger sailors.

In a separate effort to upgrade our communications, the Class gathered all of our yearbooks and issues of Flashes, arranged to have them scanned and then made them available to the public on our website. The project was supported by our History Fund and has been met with broad appeal.

Throughout the fall and winter, we have serially published articles in Scuttlebutt to keep the Class in the news. One article was used to highlight the strong female presence in our Class. Another was addressed highlighting our rich and colorful history by describing the project of scanning and making available all of our yearbooks and copies of Flashes. We have committed to continuing to publish in Scuttlebutt throughout the coming year.

The publication of Flashes has become more timely and the quality of each issue has been noticeably enhanced. In the past, Flashes resembled a periodic newspaper. More recently it has grown into a substantial volume offering a far more robust content. The most recent issue clearly emphasized the international character of the Class. Other issues have included fascinating information on individuals and events that make up the history of the Class.

One of the most consequential recent events relates to the effort to secure the position of the Class as selected equipment for the Pan Am Games. The Class believes that continuing participation in the Pan Am Games is critical to the future growth and stability of the Class. After a series of discussions with Pan Am officials, the Class has accepted a proposal that the Lightning be designated as a participant in the 2023 Games with the additional stipulation that each crew be composed of at least two females. Our agreement was in line with the effort of World Sailing and the Olympic Committee to achieve gender equality across all of the participating athletes in the Games. Our agreement has resulted in the formal selection of the Lightning as a participating Class in 2023 and will strengthen our position for selection in the foreseeable future.

Unfortunately, one victim of the pandemic has been the Youth Worlds. The 2020 Youth Worlds was initially postponed until 2021. Issues involving the logistics of international travel along with concerns about the health and safety of our younger sailors required the painful but proper decision to cancel the 2021 Youth Worlds as well. Sheboygan was poised to host a truly special event but circumstances beyond anyone's control simply could not be overcome.

I am happy to report that US Sailing has selected the Lightning for the Championship of Champions regatta this year. The regatta will be hosted by the Pontiac Yacht Club.

Our Boat Grant Program remains ready to swing into action as soon as conditions permit. Three teams have been selected and are expected to hit the water early in the upcoming season.

In contrast to last year, the Southern Circuit returned to the schedule although there were certain limitations on the nature of the events due to the ongoing pandemic. I'm happy to report that the participants described the events in St. Pete and Savannah as a resounding success. Congratulations to Dave Starck who won both events. The return of the Circuit, even with a more limited format, is a welcome step towards a return to normalcy.

We are on track to resume many of our usual regattas, including the WJM's and the North Americans. District Championships are on the schedule as is the ACCs. It's time to take the wraps off your boat and prepare for a return to a full season of sailing.

As our Treasurer will report, our finances remain strong despite the challenges of the past year. As the return to more normal activities appears on the horizon, I hope that everyone will reflect on this past season, more fully appreciate what we have and will do their best to provide continuing financial support.

Finally, speaking of support, I want to thank the Governing Board and the many other volunteers who have continued to volunteer their time and talents to assure the ongoing strength of the Class. We could not do it without you.

So, here's to a rapid return to normalcy. We all miss it and are looking forward to its return.

**Treasurer's Report:** Bill Bogardus

The 2020 financial statements were reviewed in detail in the Winter 2021 Flashes (emailed 2/22/21). Overall, the Class was down about \$12,000 for the year. Total Revenue was \$52,553.58 and Expenses \$64,592.89. Compared to 2019, the largest decreases in revenue were seen in Sail Royalties (-\$7,650.00), Regatta Income (-\$7,604.19) and Overall Membership Revenue (-\$6,190.00). Of the Membership deficit the largest dollar amounts were seen in North American Crew Memberships (-\$2,960.00), North American Associate Memberships (-\$760.00) and South American Skipper Memberships (-\$935.00). Nearly all other income sources were down in lower amounts.

In anticipation of lower income, expenses were kept to a minimum. Nearly all expenses were less than 2019 figures with the exception of expenditures for Flashes Newsletter (\$3,200.00), Advertising (\$960.00), and Office Support Services (\$700). In 2020 we produced 4 - 50+ page newsletters that were sent to members, and we engaged additional Office Support to help produce these.

In a positive development, many dedicated Class Members stepped up to the challenge to support various Fund initiatives. This brought annual donations above 2019 levels. For 2020, Annual Fund donations were \$2,865.00, an increase of 62% over last year. There was a major spike in donations to the Boat Grant Program, that helped fund the purchase of two (a new and nearly new) Boat Grant boats. \$12,562.00 was raised compared to \$3,905.00 in 2019. Expenses for the Boat Grant Program were \$9,570.11, the majority of this represents new sails for the program that were purchased in the first quarter of 2020. The ILCA Fund income included \$5,130.00 in donations and \$23,609.78 in the sale of one investment. These funds have been approved to help offset the additional expenditures of the new Boat Grant boats. The Huntsman History Fund

(\$2,850.67 in expenses) helped to fund our very successful scanning and digitizing project of all of the old Flashes and Yearbooks. Donations of \$2,875.00 were received. The Limbaugh Fund also saw an increase in revenue. \$5,570.62 represented income from regular donations, memorial gifts honoring Kip Hamblet and leftover funds from the 2019 World Championship Shipping.

Moving forward, on February 16, 2021, the Executive Committee adopted a balanced budget for 2021, expecting approximately \$72,000.00 of income and \$72,000.00 of expenses. Due to continued uncertainty surrounding Covid-19, we budgeted income less than earned in 2019, but greater income than 2020. We feel that the expenses budgeted are in line with a season that could face headwinds in the early part of the year, while returning to normal later in 2021.

For the first quarter of 2021, we are exceeding our income shown in 2020, with increases attributable to skipper dues, crew dues, fleet dues, sail royalties, and merchandise sales. This was undoubtedly helped by the Southern Circuit, and the anticipated regattas in 2021. We hope this trend continues.

As members of the Class, you can help ensure a successful season by making sure your Fleet, Skipper and Crew dues are paid, and by engaging fellow members to remind them to do the same. Also, if you are looking to buy new sails, now maybe the time, helping the Class's royalty revenue. The class store has many cool new items, like our new camo and tropical hats. Finally, donations to our active funds help the class fill in the gaps where there are revenue short falls. Your generosity is always appreciated.

**South American Championship:** Felipe Castillo

The 2021 South American Championships are scheduled for December 8-11, 2021 at the Tomine Club Nautico Muna in Colombia. Colombian sailors are very excited to host our Lightning friends and we hope that many of you will be able to join us.

**Atlantic Coast Championship:** Keith Taboada

The Atlantic Coast Championships are planning to be held at Wickford YC in Rhode Island on July 24-25. Local organizer Theresa Colantuono is working to comply with the State of Rhode Island's "Reopening RI Sports Guidance" to insure a healthy, safe and exciting event. Please check the class regatta calendar for details.

**Finnish District:** Sanni Siira

Currently, Finnish District is hibernating with lots of snow and hoping spring would arrive soon. Last season, summer 2020, we sailed five ranking races including the Finnish Championships and five local race events. Our district organized two training camps, one for newcomers and one training opportunity before FIN championships. Winter camp, one ranking race, and three local races were canceled due to the pandemic. For the upcoming season 2021, we have planned a full calendar: six ranking races, three local race events, two training camps, and one webinar before the season opener event. For this season we have three new boat owners who have formed their teams to attend our activities.

Our board started working on a strategy survey this year and we have already received data on how to develop our operations. As agreed during last year's annual meeting we are continuing to focus on growing our junior activity and welcoming new members to the class.