

Reports for Governing Board Meeting – July 26, 2021

Chief Measurer: Joe Buczkowski

I want to start by saying it was great to get back out and sailing with everyone this year. While it did start off slow it was apparent as the season rolled on more and more boats hit the water. I had a great time and I look forward to the North Americans- not only as your Chief Measurer but as a competitor. I also want to thank everyone for making my inaugural year fairly simple as there were not many issues to resolve. That said there are a few points I do want to bring out to everyone:

First- I did have a few inquiries as to legal electronic compasses. They were resolved without problems. I do want to emphasize that legal electronics are clearly stated within our bylaws and specifications. Short of something drastic happening, I do not foresee a change to the electronic guidelines in the near future. Of course, if there is a new development that is a benefit to the class as a whole, we can take a look.

Second- The technical committee is currently working on converting the class drawings into CAD versions from the paper versions. We are starting with the Mast as the die used by Allen Boat company is nearing or at end of its useful life and a new one needs to be purchased. As building methods have evolved, most if not all manufacturers of dies and the extrusions used for masts are using CAD drawings vice the paper drawings. My thanks goes to Scott Graham, who has dedicated time to this effort as a favor to the class. We should have the conversion complete in the next few weeks and the way forward is to treat the CAD drawings just like the paper drawn version- owned by the class. This CAD version would be the only digital version authorized to be used by any builder. In the long term we would work to convert every drawing to a CAD version for use. Although we cannot predict the future, it is more likely than not that boat building in the future will rely on digital methods vice paper. Having an approved digital version owned by the class will prevent efforts from others to do their own conversion and set up the class for success well into the future.

I will be at the North Americans this year so I will be available to discuss these points or other issues or suggestions you may have.

Thank you for this opportunity to serve the class.

Classic Boats: Bob Astrove

Like the rest of our sport the past year has been rough. However, we do have plenty of good news to report for the Classic Lightning community.

We just held our annual Get Together. While attendance was expectedly down a little, we had 10 boats attend and enjoyed our usual terrific weekend on Keuka Lake, located in the NY Finger Lakes region. Of significant note this year 5 of the 10 boats attending had hull numbers sub #1000 (80-year-old boats).

We also just had an article published in Scuttlebutt Sailing News describing what we do to support Classic Lightning owners and enthusiasts. I encourage all to read it. A special Thank you to Jim Force for putting this together.

<https://www.sailingscuttlebutt.com/2021/07/12/internet-forum-bonds-classic-lightnings/>

As best as we understand we are unique in the one-design world for the focus and support we provide to owners of old boats as well as our significant population of non-competing boat owners.

Interest and activity appear to have actually accelerated over the course of the pandemic. Most of our activity is via our internet chat group. Message volume is actually up 50% over pre-pandemic volumes. Moreover, we appear to have experienced turnover in terms of who is posting and the subject matter. We have a number of newer owners, people just starting out restoring an old boat, and people new to Lightning's. This is evidenced by the questions posted to our chat site being more basic sailing and rigging questions. Furthermore, there appears to be evidence that more people

are picking up older 1960's & 1970's glass boats for refurbishment and daysailing. However, supply still exceeds demand for these used older boats.

We are responding to these changing trends by looking for new ways to take advantage of the technology, offering one on one sessions via facetime & zoom, and hoping to soon be setting up some group sessions to review specific subjects supporting people's specific questions.

All in all, Classic Lightning's appear to have survived the pandemic. Now we need to focus on holding our interest levels high and pushing people to focus less on their complex maintenance projects and tinkering and get out and enjoying their boats.

Our chat page is reached at <https://groups.io/g/classic-lightning> All our welcome.

VP Europe: Lauri Heming

Lightning sailing in Greece will commence in October this year, and they are planning to participate in the Athens Sailing Week in November arranged by the Greek National Federation. They are planning to organize the Voula Reindeer Regatta in first weekend December 2021 provided Covid remains as it now is.

They feel due late start of the Lightning sailing season and the Covid situation in the neighboring countries, it does not allow for a proper Europeans prior next year. They will plan dates not conflicting with the Worlds, if Worlds, in 2022.

Pacific Northwest District: Sterling & Bob Bush

The Pacific Northwest has been plagued with unseasonably hot weather (over 100 degrees), low rainfall in both May and June (little to none) and the fire season has come early to the region (one spark can cause a massive fire). We attended the Eugene regatta this past weekend, where their reservoir was extremely low for this time of year. The Eugene YC has now cancelled the fall Harvest Regatta on Aug. 28 & 29. We have suggested we reorganize the USA sailors at the Bellingham YC for Sept.11-12 and are waiting for e-mail responses to continue preparations.

The USA/Canada border has been closed. So, our fleets have had no opportunity to sail in a District wide event. It looks like August 9th will be the opening of the border. We held our District Meeting yesterday evening via Zoom. Plans are in the works to extend an ILCA skipper membership for any new boat owner entering our Fleets for one year. This would be paid for by the District.

We did get confirmation that the Kitsilano YC can hold the 2023 Canadian Open.