

ILCA Annual Winter Meeting

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

Attendance: Meeting Chair, Hugh Hutchison

President Hutchison called the meeting to order at 3:07PM Eastern.

Roll Call of Fleets: 12, 79, 109, 126, 146, 187, 196, 283, 329, 405, 488, 493, 509 and 525.

Meeting Minutes from Annual Meeting August 8, 2020 were presented, Bob Shapiro made a motion to dispense the reading and approve as submitted, Paco Sola seconded, all approved - motion passed.

President's Report: Hugh Hutchison – written report

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.

Chief Measurer's Report – Joe Buczkowski

This is my first year as Chief Measurer and I am happy to serve. For those of you that don't know me, I started sailing at Metedeconk River YC in Brick, NJ at age 15 and have been sailing for 30+ years. I was in the Navy Sub Force for 20 years and retired but still work in this field. I currently live in Virginia Beach, VA with my wife and 2 college aged kids. We sail out of the Hampton YC in the Dixie District. If you are in the VA Beach area, come and sail with us. After being a class member for so many years and serving as an Assistant Measurer since 2002 I have looked up too many mentors and I look forward to following in their footsteps.

Currently there are no official requests for change or measurement issues. If you have any ideas to help the Class, please let me know. It is important to keep the Class relevant for future.

As we all get ready to sail this year, please take note and inspect your safety gear. Life jackets may have deteriorated, check for mold, rips or tares. If you use an inflatable life jacket, make sure it works. Make sure all the required safety equipment is still in the boat.

As for our boats, if you have made any modifications make sure the boat is still legal. You don't want any surprises when you show up to a regatta.

Treasurer's Report- Bill Bogardus – written report

Before Bogardus summarized his written report he took a moment to thank and recognize Jim Carson may he rest in peace. It all started when Bogardus got a call from Jim at age 14. Both Joe Buczkowski and I learned so much from him. I wouldn't be here now still sailing Lightnings if it wasn't for Jim. The Class certainly gives much more than it gets. Thank you to Jim for bringing me into the Class.

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.

Secretary Report: David Starck

Starck began by picking up on a few things Bogardus said, this is a great Class. There are many one-design options out there. The Lightning is an affordable choice with a competitive edge and is a great place to be.

Starck uses this position to help promote the Class. Either by social postings, or clinics. He encourages everyone to check out our virtual library of clinics currently posted on the Class YouTube channel. Personally, he is available to help your fleet or District especially those outside of the US. South American or Europe Districts, options include Zoom with a clinic or other outreach ideas, get in touch with him.

Lastly, with over 15,000+ boats there is a demand for used boats. If you are looking to buy or sell, now is a great time, particularly outside of the US. This is a great time to upgrade if you've been thinking of doing so.

Also, I'd like to give a shout out to Elaine Parshall for putting together the great videos from Savannah and these add big value to the Class.

VP and Committee Reports:

ILCA Fund Report: Steve Davis

The ILCA Fund is doing well. It was established back in 1981 and has been a great asset for the Class all of these years. It has helped to specify where funds donated to the Class should be used. Over the past several years this has included Fleet Development - where boats have been shipped all over the world, the Boat Grant Program and also more recently the Lightning Lab Programs. Current value is approximately \$170,00 in liquid assets, the majority in certificate of deposits and a Vanguard ETF investment. The committee consists of David Starck, Bill Fastiggi, Paco Sola, Lenny Krawcheck and Steve Davis. Thank you to those that support and contribute to the Fund.

VP Boat Grant – Matt Schon

Thank you to the ILCA Fund Committee for the support in helping to purchase 2 new boats for the program. This allowed us to upgrade the fleet and keep the equipment in top notch condition for the recipients. We are working with the 3 teams from 2020 to come up with a revised schedule for 2021. We hope to get all three teams on the water this summer in some sort of fashion. Schon commented on how he recently moved out to Denver, CO and he too is looking forward to getting back out on the water with the Denver Fleet.

Vice President, ILCA World Sailing Representative - David Sprague

This is a new quad with new rules. Nothing has really changed with regard to intent, but things are in different places and might be hard to find. The Notice of Race and Sailing Instructions rules have changed dramatically and where things need to be put. They are strongly saying do not duplicate information. Because of this it is much more important to read both documents prior to a regatta. World Sailing has put out new templates for what they should look like, and an example is the NOR for the North Americans. Templates for the Class to use that includes our Lightning specific items are in the works and will be available soon. So, if you are writing the instructions for a regatta coming up this summer, please take a look at the new templates. A big thank you to Darryl Waskow and Laura Jeffers for their help in editing the new templates.

There is a World Sailing meeting coming up in May. We also have a new president at the helm from China and there could be new changes coming about. We will see as time goes on.

Both Hugh Hutchison and George Andreadis acknowledged and thanked David for his dedication and time devoted to staying on top of World Sailing issues and happenings.

Pan Am Games – Paco Sola

Before Paco started, Hutchison thanked Paco for stepping up to this position just a few months ago and things got busy very quickly for him. He has done a great job and we thank him for his efforts.

Paco started by stating that it was great to see so many familiar faces in St Pete and here on the call. It is great to be back.

The Class believes it is very important for the Lightning to be part of the Pan Am Games and I couldn't agree more especially for our South American Fleets. I am happy to help with this effort.

One of the most important decisions that recently took place was the selection of equipment for 2023. After a long negotiation process, we were chosen as selected equipment for 2023 with the provision of teams made up of 2 women and 1 male. This is a big change for the Lightning Class. This helps to meet and exceed the gender equality effort. This is good for the future. There was considerable discussion with South America sailors. There were many pros and cons, and we conducted an informal survey to gain insight. In the end it was agreed that the Pan Am Games only affects a few sailors but that the long-term benefits will be better for the Class.

Hutchison added that this effort in recruiting female sailors could be challenging, especially to our South American Districts. The Class is committed to helping as much as we can to make this a success. As a class we are looking forward to welcoming new sailors to the Class. If anyone would like to help with this effort to develop more female sailors in the Class, please let us know.

Off topic, Sola added he was moved by the Memorial Start that was held in St Pete a few weeks ago. Hutchison added the start recognized the 13 sailors we lost over the past year. Far too many, including some key individuals that made significant contributions to the Class.

Youth Worlds: Debbie Probst

The 2020 Youth Worlds were postponed to 2021 which have been recently canceled. We will have a Youth Worlds in 2022 in North America. The event will most likely take place in July at a location to be announced. The US Qualifier will be at the 2021 Junior North Americans this August at Pymatuning YC. Hutchison thanked Debbie for her efforts.

European Championship – Nick Vaskas

The European Championship scheduled for June will likely be postponed to October. We have not had any regattas over the past year. We have resumed sailing but there is still no racing. We will try again later this year. We have many new sailors learning to sail which is a good sign.

VP NAs –Josh Goldman

We have The Women's, Junior and Master NAs at Pymatuning YC Aug 4-7 and the North Americans at Edgewater YC in Cleveland August 8-14. Sayville YC on Long Island in New York is set to host the 2022 North American Championship in the fall, exact dates TBD but likely mid-Sept. We are looking for venues for the 2022 Women's, Junior and Master NAs and 2023 events.

George Andreadis suggested at major events we build and embrace the new Pan Am format (2 female/1 male) with a special division. This is new to some sailors, and this could help us build a new base of sailors. He is happy to help with this effort.

South American Championship: Felipe Castillo – written report

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 – written report

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.

Lightning Labs - Gary & Joan Hurban

In person labs were a wash out for 2020. So far for 2021 the SE District is going to hold a lab in Wrightsville Beach the Friday before their districts. This will be a closed event due to covid. We have a Zoom webinar scheduled with Nick Turney focusing on Downwind sailing on May 5th and a Rules webinar with Darryl Waskow for April. Watch for more information. If anyone has any further suggestions, please let us know. Thank you to Laura for her help with the labs and website. Our Class website has many videos posted, please be sure to check them out. Go to the Racing Tab, Articles and Videos Link. There is so much information posted, it's fantastic!

Southern Circuit – Laura Jeffers

Both Jeff Hayden and Ryan Ruhlman are both sailing today and send their regards. We started out this year's event with a Memorial Start to honor those from our Lightning family who have passed over the last year. It was a moving 5 minutes and if you would like to see/hear the tribute a link is on our Facebook page. A memorial flag was created and

flown all week during the circuit. Sue Dickerson is going to make an embroidered flag that will be available for clubs to fly this summer. Please reach out to me if you would like to reserve dates to have the flag.

It was great to see Lightnings back out on the water in St Pete and Savannah. We had 25 boats in St Pete with 11 Masters Teams. 21 boats in Savannah. 13 teams qualified for overall circuit scoring. Both clubs rolled out the welcome mat and we are grateful for their support.

The committee is still finalizing 2022 dates and venues. One for sure will be St Pete and the other is still to be determined. Savannah, Jacksonville, Sarasota, Miami and Ft Lauderdale are all possibilities.

Executive Secretary – Laura Jeffers

As a thank you to our 2020 skipper members that stuck with us during a year that many might not even have sailed, we will be sending a special Lightning buff your way. Watch your mail for this gift and your 2020 and 2021 hull decals.

2021 schedule – please enter your upcoming events into the ILCA event calendar. If you have any questions or problems just let me know.

Women's Sailing – In 2019 the women who participated in the Women's NAs had a lot of ideas to increase women's participation in the Class. We are getting this group together soon for a Zoom call to discuss these ideas. If anyone would like to be a part of this effort, please let me know.

Member Forums – If anyone is interested in helping to kick off this portion of the Class Website, we are looking for volunteers. The forum feature will also include a crew finder location.

Classic Boats – On behalf of Bob Astrove who couldn't be here today, he is pleased to report that there is steady conversation on the Classic Chat Group of over 400+ members. There will be 2 classic events this summer. The first, June 26-27 at the Keuka YC in Hammondsport, NY is the Annual Classic Boat Get Together & Champagne Regatta. Then on July 17-18 Henderson Harbor YC in Henderson Harbor, NY will celebrate its 90th Anniversary (rescheduled from 2020) with a Founder's Regatta. This regatta will have both classic and modern divisions. Terrific sailing and lots of sailing history will be shared. Watch for more details.

George Andreadis asked a question about how old is a classic boat or what is the cut off number? How is that defined? He has #9447 and #11459. Are these classified as classic boats? Jeffers commented that the wooden boats are of course classic, but there is also a division they call fiberglass for older fiberglass boats. Everyone is welcome that has an interest in older boats.

Hutchison commented on the great work being done to support this group.

Nominating Committee – Todd Wake

The committee consists of Debbie Probst, Victor Lobos and me. If anyone is interested in serving, please let us know. We are interested in getting more women involved in leadership positions. We will be working on the new slate soon.

No further reports from the floor.

Additional Written Reports Submitted:

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.

Charters ratified or revoked:

None at this time.

Ratifications of Executive Committee Rulings

None at this time.

Unfinished Business

None at this time

New Business

US Sailing One Design Committee – Debbie Probst

Before she began, she reported, at the St Pete NOOD Regatta last weekend 40% of the Fleet had a woman skipper, 30% had 2 women crew and 8 of the 10 races were won by a woman. This is a great sign for the future!

US Sailing has reformed the One-Design committee. Along with Probst, fellow Lightning sailor Abby Ruhlman is also a member. The website has been re-designed and there is a section called One-Design Central. There is a lot of information there to help support Fleets and Classes. There are interesting articles and many power point presentations on Fleet Building, racing and much more to come. The committee is also working to increase communication between US Sailing and the Classes and between the Classes themselves. US Sailing is working to reconnect with the one design sailor, and this is a positive thing.

George Andreadis applauded Probst for working on this important effort. He added that in his work with Technical Committees of World Sailing and other Classes, communication between Classes is very important and sharing information can benefit all Classes.

Adjournment

Hutchison thanked everyone, all the officer and Laura for their support of the Class.

With no other items from the floor. Hutchison called for a motion to adjourn, David Sprague made the motion, George Andreadis seconded. No opposed. Meeting adjourned 4:24pm.

Submitted by Executive Secretary, Laura Jeffers.