

**ILCA Governing Board Meeting Minutes – July 26, 2021 – Draft –
Meeting held virtually via Zoom.**

Attendance: Meeting Chair, Hugh Hutchison, Robert Astrove, Bill Bogardus, Joe Buczkowski, Bob & Sterling Bush, Bill Cabrall, Steve Davis, Josh Goldman, Jack Mueller, Tim Naeser, Clarke Newman, Rob Ruhlman, Mark Schneider, Bob Shapiro, David Sprague, David Starck, Keith Taboada, Darryl Waskow. With proxy's given (Kimmo Aromaa, Ian Edwards, George Koch, Craig Pomeroy, Ryan Ruhlman, Valerie Tardif-Holly) **Quorum Not Achieved.**

President Hutchison called the meeting to order at 6:12 PM Eastern Time and attendance was taken via Zoom participant list.

Meeting Minutes from Governing Board meeting March 13, 2021 were presented, Bob Shapiro made a motion to dispense the reading and approve as submitted, Bill Bogardus seconded, no objections - motion passed.

President's Report: Hugh Hutchison

We are still in the process of emerging from a pandemic, but overall, the state of the Class is good. Can it be better? Absolutely, but for coming out of a unique year we are doing well. A year ago, we were canceling regattas. Now we are looking at a relatively full schedule. We just finished a very successful Atlantic Coast Championship in Wickford, RI. This was a new host venue for the Class and the organizing team did a tremendous job. It is a great place to sail. Hopefully we will have another opportunity to go back and if that happens, I encourage everyone to participate. Congratulations to Secretary Dave Starck and his team on sailing a great regatta. The Under 30 participation was fantastic and was enhanced by financial support from regatta sponsors. We are now shifting our focus to the WJM's and NA's. The Limbaugh Fund is helping to encourage the Under 30 participation at these major events and participation for these events is well over 60 boats. Our participation compares favorably to other one-design Classes.

The Boat Grant Program has had a little hiccup this year. Many of the teams were challenged to re-organize after the 1-year delay. We should be back up to speed by next season.

In general, participation is good at regattas. We have a full schedule on tap with the 2022 Worlds in Wrightsville, the 2022 NAs in Sayville, the 2021 South Americans coming up in December in Colombia. The 2022 South American's will be held in Brazil. Unfortunately, the 2021 European Championship has been cancelled. The Youth Worlds have been canceled for the second time as well. We will look to 2022 to reschedule these events.

The Classic Boat Group is still active with their on-line chat group.

The Measurement Team is working on modernizing our specs and spec format. The Chief Measurer will have more to report.

We continue to keep the Lightning Class in the forefront of one-design news. Recently US Sailing held a webinar on the state of one-design sailing and Class Secretary Laura Jeffers participated in the panel discussion and did a nice job. In addition, we recently published another ad in Scuttlebutt. This also helps us to keep a high profile in the one-design world. We look forward to continuing this type of promotion.

Challenges still remain with covid. With the Canadian Boarder closed this imposes a direct impact on who can attend the NAs and affects our Districts that span the boarder like the Pacific NW and Lake Erie Districts.

We have been working with Pan Am Sailing recently to identify country qualifying for the 2023 Games. PASAF will ultimately make the final decision in choosing qualifiers.

Hopefully the limitations imposed by the pandemic are behind us but obviously not all the news is good as we continue with the threat of virus and different variants. We expect to continue participation in the sport but encourage everyone to take any steps they can or to propose what ever steps they can to increase participation by both new and old

members. Personally, I am seeing many sailing locally with some hesitation to travel. I encourage members to keep coming out and experience a wider world of Lightning sailing.

Let's keep this momentum rolling and if you have any ideas or proposals to enhance the Class please communicate those to the Executive Committee.

Chief Measurer's Report – Joe Buczkowski – Written Report

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 go 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.

Treasurer's Report- Bill Bogardus

Apologies for not having a written report, but I am pleased to report that we are doing well so far through June 2021. The Class is ahead in almost all income categories, and we are running more efficiently with slightly less expenses vs last year. We are showing a profit and ahead of budgeted numbers. Bob Bush asked a question on how this compares to 2019? Bogardus answered that 2021 vs 2019 is slightly ahead of the pre-covid numbers. Much of this is contingent on covid staying away. So far things are looking good. Another positive is that we have a new sail maker on board. We welcome Evolution Sails, this has helped sail royalty revenue with people buying new sails.

On the asset side we remain solid at about \$350,000. This number fluctuates slightly depending on what we do with buying and selling of Boat Grant Boats.

We have seen nice donations to our various funds in 2021. This has allowed us to do special projects such as the Limbaugh Fund and the entry fee subsidy for Teams under the age of 30. This program is working! It is great to see so many younger people out sailing Lightnings at our major events.

Secretary Report: David Starck

Starck began by reconfirming some of the thoughts in Hutchison's report. We are committed to keeping the Class in the forefront of the sailing world and this includes Scuttlebutt Sailing ads and other means of social media.

Fleet growth is very important and Starck is available to help. If you know of any fleets that would like to grow by purchasing boats or are interested in having a meeting on how to grow, please contact him.

The Class has a great product, and the quality of one-design sailing Lightnings can provide is still a very inexpensive option. This past weekend at the Atlantic Coast Championship reminded him of this. The number of younger teams participating tells this story. It is a testament to what we are trying to do in keeping the fleet younger. The boat is still technical enough and it is fun to sail, and this is attracting a lot of these younger people.

VP and Committee Reports:

ILCA Fund Report: Steve Davis

The ILCA Fund is doing well. We did expend a bit of money to buy a new boat for the Boat Grant Program and we also purchased a newer used boat for the program. Aside from doing all this the Class funds or the liquid funds the Class has are about the same as two years ago. This is a result of some fruitful investments in the stock market (ETF) which have doubled twice in the past 18 months.

VP Boat Grant – Greg Fisher – Late Written Report summarized by Laura Jeffers

We appreciate everyone's continued support this past year, the enthusiasm of the grantees is good even though two of the three Teams were unable to get out this summer. The one Team that is sailing did a great job this past weekend at the ACC's, they were the top Under 30 Team. Congratulations to Jack Murphy and his team.

The committee is talking about a clinic/ help session at the Wild Oyster to possibly get the other teams out on the water. We feel it important to help them get all set up and educated on the boat and class.

Our plans remain the same for the future and we are truly excited though we're considering doing a legacy with our oldest boat, so it doesn't devalue too much.

A big thank you to the Class!

VP NAs –Josh Goldman

We are all set for Sayville YC on Long Island in New York to host the 2022 North American Championship in the fall, exact dates TBD. We are working on accommodations with a nearby hotel. Bids are being accepted for venues for 2023 Championships. Plans are in place for the upcoming 2021 NAs at Edgewater YC in Cleveland and the WJM's at Pymatuning YC.

VP Rules – Darryl Waskow

Waskow thanked David Sprague for a great job in getting the updated Notice of Race and Sailing Instructions templates finalized. Sprague added that these have been used a few times this summer and they are working out well. Jeffers added that they are posted on the Class Website, under the Racing Tab and Running a Regatta link. She thanked both for helping with this project. Hutchison added his note of thanks as well.

VP Europe: Lauri Heming – Written Report

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 to next year. They will plan dates not conflicting with the Worlds, if Worlds, in 2022.

Classic Boats: Bob Astrove – Summarized Written Report

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 day sailing. 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 appeared 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.

Pacific Northwest District: Sterling & Bob Bush – Written Report

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.

Atlantic Coast Championship: Keith Taboada

A big thank you to the Colantuono Family for going above and beyond and personally making the regatta a big success. An ACC's Meeting was held during the event and a few rule changes were voted on or discussed. The Skippers present voted to amend the ACC's Rules so that one race will constitute a regatta. They declined to amend the rules to allow non-ACC participants to vote on rule changes. They tabled a vote on when the event could be held. The discussion evolved and some want to keep the regatta (in July) right before the NAs to keep the ACC's as a good practice event. Perhaps to satisfy everyone the rule is changed to require the ACC's happen X amount of time before the NAs in a particular year. More discussion is needed.

Jody Lutz has won the right to choose the 2022 venue and all indications point to his home club of Metedeconk River YC in Brick, NJ. This will be good for the Class. The Club can accommodate a large number of boats.

No further reports from the floor or written reports.

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**Proposed amendment to the Document Governing – Three Generations Exemption to Master's Qualification**

As a class that prides itself on promoting family and junior sailing the following modification called **The 3 Generation Exemption** to the Document Governing All Sanctioned Lightning Class Championships, Articles Which Apply Specifically to the North American Championship has been proposed by Rob Ruhlman.

Amendment #1: Under Article XII – Entries, section 4, addition of Paragraph 2 as follows, effective upon approval. Red highlighted section indicates new wording:

Entries

4. For Masters' North American Championship: Minimum age of skipper is 55 years; minimum total crew age is 130 years. The skipper and crew meet the minimum age requirements if the age (s) is reached during the calendar year of the Championship.

In the event a team with a qualifying skipper is comprised of three generations (typically Grandfather/mother, Son/Daughter, grandchild) and the grandchild is age 10 or under, the requirement of a minimum total crew age of 130 is waived.

Due to the fact that a quorum was not achieved, this amendment could not be voted on. Only 29 Governing Board members are represented or submitted votes and to achieve a quorum 41 are required.

Hutchison added comment. There has been positive discussion on this proposed amendment and this type of multi-generational recognition. The Class should certainly look at ways to increase family participation in any way. We should consider this for future in some format and look forward to moving forward with a similar proposal. David Sprague thanked Rob for raising the question about generational recognition. This idea is worth exploring. Discussion ensued.

Other discussion from the floor –

Bob Shapiro wanted share an idea that the PNW District is doing. The District is paying the membership dues for new skippers to encourage participation and get them in the system to receive updates and information on the Class. He thinks this idea might be a good one on a Class wide scale rather than leaving it up to the Districts to manage. Discussion ensued. Hutchison commented that this is a good idea to consider, and we should look at the data and see what we could do.

Adjournment

With no other items from the floor. Hutchison called for a motion to adjourn, David Sprague made the motion, Bob Shapiro seconded. All in favor. Meeting adjourned 4:20pm.

Submitted by Executive Secretary, Laura Jeffers.