Roll Call: Paul-Jon Patin (President), Paul-Jon Patin for Andres Santana (Past President), Paul-Jon Patin for Hector Duval (ISCA World Sailing Representative), Larry Mass (Vice President & Membership Chair), Sonya Dean (Treasurer), Vicki Palmer (Secretary), Rob Eberle (Chief Measurer), Paul-Jon patin for Chris Williams (Advisory Council Representative), Guillermo Cappelletti (Advisory Council Representative), Bill Crane (Manufacturer’s Representative), Ton Nuijten for Robert-Jan Moons (Aruba), Damien Payne for Malcolm Smith (Bermuda), Ton Nuijten (Bonaire), Nicolas Hernandez (Colombia), Jan Burgers for Alex Roose (Curacao), Paul-Jon Patin for Samuel Mendoza (Dominican Republic), Olivier Rene-Corail

Motion was made and seconded that we approve the 2015 Minutes.

Officers’ Reports:

President, Paul-Jon Patin: Paul-Jon thanked Bill Crane, Laser-Performance (LP) representative, for coming to Cartagena and noted that many meetings with LP have been held to discuss issues including a Build/Construction Manual, quality control of the newly-built boats in China and the availability of Sunfish parts. It was agreed that many more meetings need to be held to reach a level of satisfaction for both parties. The Build/Construction Manual (completion target date is March 31, 2017) will describe in detail the manufacture of the World Sailing/formerly ISAF recognized Sunfish Class sailboat. Several attendees wanted to emphasize the fact that the Sunfish is a One-Design Class boat that depends on the hull, the sails and boat parts be built with consistency. Bill Crane said that the purpose of having a Build/Construction Manual is to maintain the integrity of the One-Design status by having everything designed and manufactured the same every time.

Despite this being Paul-Jon’s last term as ISCA’s President, he said he will remain involved in working with LP and will continue to follow communications. PJ said we have made some successes with LP but that keeping the construction of the Sunfish consistent is critical. Based on the many meetings with LP, they have agreed to allow us (ISCA/USSCA) to be part of the process to maintain a consistency with respect to design, parts, sails, etc. We don’t have an approved Agreement signed yet, but we have been working with a pro-bono attorney who has agreed to help us in this process. The Agreement protects a copyright and grants ISCA/USSCA the right to use the copyright and work with LP regarding quality control. PJ made it clear that even when changing something on the boats is the right thing to do, it makes the boat different. And it’s critical that we remain a One-Design Class.

Membership Report -- Larry Mass, Vice-President: Larry Mass presented a brief Membership Report and said that in Pan Am years membership increases significantly. PJ noted that the Sunfish is a valuable brand and that it’s important for all of us to work together. Bill Crane said he just spent 3 days in Amsterdam and discussed what LP can do to grow the Sunfish in Europe. He said the LP Board of Directors were skeptical about the Championship of Champions but was actually received very well when they saw its success. LP is now getting invigorated behind the Sunfish due, in part, to the sale of 25 Sunfish in Lake Garda. Bill recalled that the Sunfish was #1 in the world until the 70’s. And LP is trying to
get that brand awareness back whether it’s the Sunfish boat or the Sunfish paddleboard. They are looking at how to package the Sunfish with other products, but noted that nobody is out there pushing it which is where current Class Members can be a HUGE help.

Paul-Jon brought up the subject of sponsorship where LP would start to pay for new members. Bill said that if you sign up and register at LP, you get a 10% discount. They want to work on an Agreement that helps make the Sunfish Class grow and are willing to take money from profits to do that.

Larry Mass said it’s obvious that the Sunfish boat is a North American and South American boat based on users and participation. Members total about 1200. Larry suggested that LP agree to sell one white racing sail per year at a significantly reduced price so that we can offer this as a benefit to a Sunfish Class member. Bill said that’s the kind of idea LP is looking for, and he’s optimistic that it could succeed when submitted as a proposal.

Sonya Dean’s Treasurer’s Report Summary: -- 2016 Income Statement shows we are in the black due to an increase in revenue: (1) International members (due to having the World Championship in a location where the distances are more accessible and having bilingual class office) and (2) took a proactive approach selling advertising space in the www.sunfishclass.org webpage with an increase of $4,141 from 2015 total income. Expenses were not significantly less than last year. In addition to typical expenses we paid travel expenses to meet with LP regarding the Agreement, a task too important not to do. We also gave $500 to Hector Duval who went to support us as Class at ISAF meeting in Barcelona, another important expense. However, we continue to look closely at ways to reduce administrative expenses such as being able to fund a few important activities for the class such as legal advice on the Agreement document with Laser Performance. Sonya added: Our Class goals continue to focus on world-wide members, to have a new Agreement with Laser Performance by March 1, 2017 and to hold onto our Pan-American class status.

Bill Crane asked if the Sunfish Class is no longer collecting a royalty fee for members from LP. Sonya said that we’ve never collected that royalty fee. Bill said he has a contract from 1981 that says the Sunfish Class was supposed to collect a royalty fee and that we need to add it to the list of “creative” ideas to present to LP. Bill further noted that this doesn’t have to be a big royalty fee but a small one especially if it involves 600 boats being sold. Bill stated that there should be no problem with LP providing a royalty fee.

Jim Koehler suggested the following idea which is used in the Opti Class: you pay $15 for an ID emblem for a particular boat, and it has to be put on your sail. That’s the proof that it’s an approved racing sail. Then that money goes directly to the Association. Jim said he actually buys these directly from the Opti Class. They are made available to the people who handle the sails. Bill Crane said that the Laser Class has got them but that it’s different prices for different sails. Bill suggested we put this idea on our list.

Chief Measurer’s Report: Rob Eberle reported that there were no rule change issues. There was a challenge to the rules involving modifications to the daggerboard trunk to change the angle of the daggerboard. The Advisory Council voted to agree with Rob’s interpretation and not allow this type of modification. This was considered to be a manufacturing defect that should be addressed with the manufacturer for new boats and/or dealer for older boats. Rob clarified that this is not a Class legal modification according to our rules. Larry Mass asked what’s the procedure if someone has a problem similar to this. Go back to dealer? Go to LP? Bill Crane said that we can go to either one. He noted he had a similar situation the other day. LP asked for photos, then the problem went to the engineer on the
team. The dealer will want to resolve the problem and get reimbursed by LP. LP might send it to a guy in MN who fixes it for you. There’s an online form for this process. Bill said there’s also someone on the LP staff who actually travels to the problem if the travel distance is reasonable or they may send it to a local dealer who may have someone who can fix it.

Larry Mass asked if it’s possible to have an LP rep at all World Championships, someone to help with boats, etc. Bill Crane said that LP wants to have someone at all World Championships.

**Dues Increase** – A motion was made, seconded and approved to allow a $3 ISCA dues increase effective January 1, 2017.

**World Sailing Representative Report:** Hector Duval attended the World Sailing Annual Congress and the World Sailing Classes Committee held in Barcelona, Spain. Hector also attended the Pan-American Sailing Federation (PASAF) Executive Committee meeting in Paracas, Perú.

Related to the position of the Sunfish in the coming regional events, the Sunfish Class was elected for the 2018 CAC Games in Barranquilla and is likely to remain for the next games 2022. As President of the CAC Sailing Confederation, Hector pointed out the Sunfish class will be represented and defended in every Executive Committee or important meeting where the selection of equipment and classes is to be decided. Due to a hard lobbying with the Central American & Caribbean Sport Organization Technical Director, ten more slots were granted for these games, and due to the exclusion of the J-24 class, a major number or athletes per country may be allowed, specifically on the most numbered classes, meaning that more Sunfish sailor could attend the CAC Games.

Hector Duval attended the PASAF Executive Committee meeting held in Paracas, Peru on July 14-17 of this year to review all related issues involved with the organization of the 2019 Pan Am Games. Among checking out the regatta site and venue conditions for the event, the Committee also voted for the equipment and classes to be used at the 2019 Games. As PASAF Vice President, Hector requested an initial speech to explain to the other members of the Board the importance of protecting Pan-American classes on behalf of the emerging and developing countries. Following this, Hector made an immediate request to initially seed two classes, Sunfish and Snipe based on my former comments. Hector’s motion was seconded by Puerto Rico VP and voted on, securing the participation of the Sunfish Class for the next Pan Am Games. Peru hosted the 2015 Sunfish Worlds and there will be a pool of boats in very good condition for all the countries that will attend the games.

**Discussion involving Pan Am status:** – Everyone agreed that holding onto our Pan Am status is critical. We have to thank Willo Cappelletti and Jorge for speaking up on behalf of keeping the Sunfish as a Pan Am boat. Willo said it has been difficult to deal with Canada/US/Brazil/Argentina votes who want only Olympic boats for the Pan Am. At the PASAF meeting last July in Paracas, Willo determined that the Sunfish will not last much longer as Pan Am boat, but that we’re good for 2019, however. Paracas will host the next Pan Am games but Willo doesn’t know where the next Pan Am games after that will be held. That location will be determined next year. He said that we have to make sure the Sunfish maintains a strong presence whenever possible and have to keep in mind that the Sunfish is in danger of being left out if we don’t make the effort to promote the Sunfish at every turn. PJ then restated the benefits of a Sunfish – that it’s one of the least expensive to purchase and maintain, that a very small
person can sail it competitively and that it’s one of the few single-handed racing boats that can be sailed competitively by men, women and children of all ages.

**Election of New ISCA Officers:** PJ listed the nominees. Larry Mass/President; Willo Cappelleti/Vice President, Sonya Dean/Treasurer, Vicki Palmer/Executive Secretary/Youth Coordinator/Race Committee Liaison for World Championships and Rob Eberle/Chief Measurer. No other nominations were presented. A motion was made, seconded and approved to accept these nominees. Congratulations, everyone!

**Report from the Sunfish Class Office:** Eduardo Cordero reported that we need to work out the charter fees for the 72 boats that will be purchased to have at the 2017 World Championship to be held at Brant Beach, NJ, USA. He said there’s housing available and encouraged making arrangements early. Guy De Chavigny and Rene Olivier of Martinique pointed out that it’s very expensive to attend a World Championship and that we need better planning to provide meals, that it’s one way to help keep down expenses. PJ stated that we have a manual that covers NORs, etc., but that we have a little more work to do. PJ said that point is well taken and will definitely be under consideration in the revised manual. Some discussion resumed regarding changing the reply date for the Worlds. Willo Cappelleti made a motion to change the May 1 response date to Feb. 1. Sonya Dean changed the motion to have a March 1 reply deadline. The motion to change the date to March 1 was seconded and approved.

**Venues of Future World Championships:**

**2018 Worlds -- Carolina Yacht Club, Wilmington, NC:** Larry Mass talked about the 2018 Sunfish World Championship in Wilmington, NC, at the Carolina Yacht Club. Larry noted there was generally good wind, that October is a good time of year. Larry pointed out that the Charlotte Airport or Raleigh Airport were the closest airports but suggested that the Raleigh would probably be better. He said there’s a hotel several blocks from club and that discounts will be available. He specified that food will be provided to everyone everyday and that they will have new boats for charter.

**Bonaire 2019 Bid Presentation:** – Ton Nuijten gave a nice PowerPoint presentation; described location, what island has to offer. Noted that event plans are already in progress. A motion was made and seconded to accept this bid for Bonaire to host our 2019 Worlds. Approval was unanimous.

**Martinique 2020 Bid Presentation:** – Guy De Chevigny handed out a very nice presentation proposal that included photos. Now the Martinique event coordinators need to supply us with details as their plans progress. A motion was made and seconded to this bid for Martinique to host our 2020 Worlds. Approval was unanimous.

**New Life Member Nominated:** Alex Roose nominated Wim vander Gulik of Curacao to become a Life Member. A motion was made and seconded to approve this nomination.

A motion was made to adjourn the meeting; seconded and approved.

Respectfully submitted:  **Vicki Palmer**, Executive Secretary