Roll Call: Larry Mass (President), Larry Mass for Guillermo Cappelletti (Vice President), Sonya Dean (Treasurer), Vicki Palmer (Exec. Secretary), Rob Eberle (Chief Measurer), Paul-Jon Patin (Past President), Larry Mass for Hector Duval (ISCA World Sailing Representative), Chris Williams (Advisory Council Representative), Paul Welles (Membership Chair), Martin Alsogaray (Argentina), Lee Parks for Robert-Jan Moons (Aruba), Lee Parks for Ton Nuijten (Bonaire), Esteban Echavarria for Andres Herkrath (Colombia), Lee Parks for Alex Roose (Curacao), Paul-Jon Patin for Samuel Mendoza (Dominican Republic), Jonathan Martinetti (Ecuador), Guy De Chavigny for Olivier Rene-Corail (Martinique), Larry Mass for Alberto Bedoya (Peru), Jaime Torres for Jorge Santiago (Puerto Rico), Larry Mass for Rich Chapman (US), Paul-Jon Patin for Peter Stanton (US Virgin Islands), and Stewart Draheim for Rodrigo Favela (Venezuela)

Non-voting: Jim Koehler (Advisory Council), Clemente Seguel (Chile), Scott MacLeod for Bill Crane (Manufacturer’s Representative), Chris Maclellan (SunfishDirect), Jorge “Cocoa” Barreda (PASAF), and Eduardo Cordero (Sunfish Class Office).

Minutes of the Previous Meeting – A motion was made to accept the previous Minutes as presented, seconded; approval was unanimous.

ISCA President Report/Larry Mass – Everyone should have a copy of the Trademark ™ Agreement and Support outline. This is probably the most important issue to be discussed later in this meeting. We continue to struggle with boats/parts/equipment. ISCA has spent some money this year in legal fees to work out a mutually beneficial Trademark ™ Agreement with Laser Performance (LP). Without approval of the Trademark ™ Agreement, the new Support outline will not be signed and is completely independent from the Trademark Agreement. The ISCA World Council was ready to sign the Trademark ™ Agreement several months ago until a revised version from LP added that the ISCA name would become the property of LP. This was deemed an unacceptable change by the World Council. As you can imagine, this issue has consumed most of ISCA’s time this past year as well as the previous year. As a result, we hired a Trademark ™ attorney who specializes in maritime trademark issues to help us navigate through the legalities of an agreement.

The 1992 Support Agreement is still in place until 31 August 2017. However, ISCA was to get $5 per manufactured boat and LP was supposed to supply charters for $250 (not having ISCA find a dealer to buy and supply boats) and pay ISCA’s World Sailing (formerly ISAF) annual fee. This ceased several years ago around the time LP took over. The current 1984 World Sailing Agreement has an arbitration clause in which any disputes would be settled by arbitration first. If we cannot work out a suitable agreement, then we may be headed to arbitration. World Sailing would like to have an updated agreement with ISCA and LP. A current construction manual would be part of this agreement, and we are in the process of trying to help with getting an updated manual published.

After much discussion at an Executive Session with only voting members at the end of the World Council meeting, a motion was made to sign the Trademark ™ Agreement with the elimination of the
clause stating the ISCA name would be given to LP and changing the fact that ISCA can now change/approve Class legal parts and equipment. The motion was seconded and approved.

**ISCA Vice President Report/Willo Cappelleti of Peru** – Willo sends his regrets that he was not able to attend this World Council meeting and wishes us all well.

**ISCA Treasurer Report/Sonya Dean** – We are doing what we can with our budget, but are running the Class very thin. Unexpected legal fees and basic expenses such as our Class office salary, general office expenses, advertisement, World Sailing fees, subscriptions and our website consume what we have coming in as income. The bottom line is we need to increase membership to increase our income.

**Chief Measurer Report/Rob Eberle** – Most important is to maintain the ONE DESIGN quality of our Class. It was suggested that we make available measuring jigs to those events hosting regattas that our Chief Measurer cannot attend. Best idea to help make this happen: approach a few manufacturers to produce new jigs at cost (daggerboard and rudder jigs). Dovetailed into this idea, there’s been a request to have more than just Rob to help with measuring, and Rob said he is more than willing to help train anyone to do the measuring and is always available via phone/Skype/etc.

Challenges to the rules was the next issue discussed. Rob said to give any/all challenges to him which eventually get presented to the World Council for a vote. The challenge discussed at this meeting involved the stainless-steel reinforced bullet block (pad-eye) on the deck for the halyard. The four Sunfish dealers Rob talked with about this said that a stainless-steel pad-eye has never been provided by the builder and, therefore, it is not a Class legal part. After much discussion, a motion was made to reaffirm Rob Eberle’s position that a stainless-steel reinforced bullet block (pad-eye) was not Class legal. The motion was seconded and approved. (Jaime Torres translated all this into Spanish before a vote was taken).

Rob ended his presentation to state that we currently have 3 different rudder designs and 3 different daggerboard designs. So it doesn’t make sense to provide jigs to different countries when we don’t have ONE DESIGN for a rudder and daggerboard. This thought confirms the need for a construction manual and emphasizes the need for us to do all that we can to keep our Class a ONE-DESIGN Class.

**Advisory Council Report/Chris Williams** – Several rule changes were approved at the Advisory Council meeting. (1) Stainless-steel reinforced bullet block (pad-eye) change just discussed by Rob was also approved in the Advisory Council meeting to state that this change was not Class legal. Now we need to vote to legalize it’s OK to change this part. Boats now have a plastic fairlead for this part. After much discussion, a motion was made to approve that it was OK to change this bullet block pad-eye to stainless-steel if so desired. The motion was seconded, approval was unanimous. To clarify, if a Sunfish owner is happy with the plastic fairlead provided by the manufacturer, your Sunfish is Class legal. If you want to change from plastic to stainless-steel because you feel it’s more secure, that’s Class legal too (subject to final approval by World Sailing).

(2) Change Class rules to give the Sunfish Class Association approval capability for any/all equipment changes. The Class rules now state that only the equipment “as supplied by the builder” is Class legal which will be replaced with “ISCA can approve changes. “ What this means is the Sunfish Class can now approve changing one-design equipment. Larry Mass reminded everyone that “we must approve the
changes, and then it goes to World Sailing.” This gives us the option to go to another manufacturer to build us a one-design rudder, for example, if LP isn’t providing us a one-design rudder. Another example could be that LP gives us a Kevlar sail instead of the racing sail we’ve had; we now have the right to find another sail manufacturer and approve that sail as Class legal. Jaime Torres translated to Spanish Chris Williams’ Advisory Council Minutes stating how this Class rule change will be rewritten into our current By-Laws. A motion was made to approve the motion that the By-Laws will state that ISCA can approve any equipment changes. We will no longer be limited to equipment “as supplied by the builder” if that equipment doesn’t meet our standards or can be improved with a similar item that is stronger and longer-lasting or more in keeping with maintaining our ONE DESIGN status. The motion was seconded and approved.

(3) Suspend Rule 42 during major world-qualifying events was proposed; no interest. Item was tabled.

(4) New rudder with different rudder hole so that rudder can be placed vertical to the hull instead of at an angle; Larry Suter provided an example of a rudder with one hole re-drilled to accommodate moving the cheek plate so that the rudder sits vertical to the hull instead of at an angle (demonstrated by PJ at the Advisory Council meeting). This proposed change was defeated in previous years due to the additional expense. By re-drilling one hole, the rudder can be modified so that the tiller straps go thru the pivot hole; no extra expense is involved except for the extra labor to re-drill a hole and move the cheek plate. (Eduardo translated this explanation in Spanish.) No vote was needed to permit this rudder change to be used in non-qualifying World Qualifying events to get feedback in a one-year experiment. Anyone wishing to participate in this experiment is welcome to do so and provide feedback as to whether this change was helpful or not and under what wind conditions. It was decided we will put a template on the website for those who want to drill a new hole in their rudder to experiment with this new vertical rudder placement.

The discussion of end-caps ensued. It was decided that Aqua-Finn End-Caps don’t have enough depth and don’t work as well as Opti End-caps which are deeper and heavier. Larry Mass told LP that Opti end-caps are an even better part to replace the original Sunfish end-cap. The Opti end-caps were used on the new boats provided for the 2017 Sunfish Worlds.

Everyone applauded Chris Williams for his 10+ yrs of exemplary service on the Advisory Council.

**Membership Report/Paul Welles** – Worldwide we have 1,074 members. But our membership numbers are trending downward. The Pan Am Games will help membership increase in 2018, however. We all need to spread our “LOVE” for the Class to those at our Clubs. Someone suggested we need to offer incentives – e.g., a printed Windward Leg. Funds to print a Windward Leg are the only reason we don’t send out a printed version, however. At US Sailing, they offer a discounted membership fee with their Golden Anchor program. Perhaps we should think about doing something similar. All suggestions are welcome.

**IMPORTANT:** Jim Koehler suggested that for the new Sunfish Youth Foundation program, youth sailors eligible for support from SYF funds must be a member of a local Sunfish Fleet. This idea was already implemented into the approval process.

Someone else suggested that we sponsor more “sanctioned” events which require joining the Class. Stewart Draheim of Dallas, TX, pointed out that one problem is that younger sailors perceive the Sunfish
as a non-competitive Class. To change that perception, we need to spread the word that our Sunfish champions are incredible athletes and sponsor events that promote this high level of championship status. Team racing, for example, could be one way to promote an event that gains the attention of a younger audience. Great idea. In general, we need to work on getting the average age of Class members down. To do this we can create some PR and marketing material to show the Sunfish as a championship boat sailed by incredible athletes who also compete in other boats as well.

**World Sailing Report/Larry Mass** – We need a new Agreement with World Sailing which is in the works.

**Election of Advisory Council Officers** -- The members nominated, approved and listed here will serve on the Advisory Council for the next 2 yrs. Jim Koehler & Paul Welles/USA, Guy De Chavigny/Martinique, Willo Cappelleti & Alex Zimmerman/Peru, Jaime Torres/Puerto Rico, Martin Alsogaray (Argentina) & Juan Mazzini/Argentina, John Birkett (ECU), Jurgen Schneider (CUR) – A motion to approve all nominees was made, seconded and approved. The Advisory Council Chairperson will be Jim Koehler/USA. Jim and Paul Welles were nominated to be Chairperson, but Paul said he just can’t take on that level of responsibility at this time.

**Jorge Barreda (PASAF)**-- Jorge started sailing Sunfish in the 1970’s. Since then he has remained one of our strongest supporters by participating as an International Judge at our World events and on the Committee that approves boats for the Pan Am Games. This Pan Am Games Committee meets every 4 years to select boats to be used. The Sunfish was ratified at the last meeting thanks to Cocoa’s ingenious proposal of asking for a “non-confidence” vote if the Sunfish was not approved by committee members. The next Pan Am Games will be Paracas, Peru, a heavy air venue which is a high qualifier for locations of Pan Am Games. There will be 3 race courses with fleets alternating to different race courses. All races will start at 1 p.m. when the wind usually comes in. One hotel will be official hotel for this event. Peru has the largest Sunfish fleet outside the USA.

Pan Am Games Country qualifiers will be: the Sunfish South Americans & Caribbean Championship to be held in Cartagena (Apr 30-May 2, 2018); Midwinters & International Masters in Panama City, FL (Mar. 18-24, 2018); the Sunfish North American Championship at Lake Bluff Yacht Club, Waukegan, IL (8/1-4, 2018) and the 2019 Sunfish South American & Caribbean Championship in Peru, January 2019 (Host TBD). The Sunfish South Americans & Caribbean Championship scheduled in Puerto Rico (Nov. 28-Dec. 2, 2017) was canceled due to the damage caused by Hurricane Maria in late September 2017.

We need to work hard to remain a qualified Pan Am Games boat.

**Update on Future World Championships/Larry Mass** – 2018 Worlds at Wrightsville Beach, NC – two organizers were here in Brant Beach to see what was done. In Wrightsville waters, there are no obstructions; no shallow waters; waters warm in October and good breezes. They are working on housing. Some meals will be provided. Everything is on track. But will it be a bring-your-own-boat Worlds? Or will LP supply boats? We don’t know yet. Paul Welles is willing to be the dealer if LP will provide boats.

2019 Bonaire Worlds – no updates; boats will be a challenge. Bonaire wants to schedule the event in June. As a result, the 2018 and 2019 Worlds may be less than a year apart. This is something to keep in
mind when planning.

2020 Worlds/Martinique – Guy De Chavigny said they are looking at June 15 because wind conditions are better then and there are only direct flights to Martinique in the summer season.

**Honorary Life Membership Nomination/Larry Mass** – Larry Mass nominated Connie Miller for a Life Membership – A motion was made; seconded and approved unanimously VERY QUICKLY!!! No one had to think hard about honoring Connie’s achievements within the Sunfish Class ... racing in every North Americans except for Dallas in 2015; hosting major events at the last minute when another Club has bowed out; finding housing for almost every competitor; providing transportation to and from the airport for youth sailors; providing wonderful meals for all sailors (even after the event!) – and the list goes on and on. We are a better Class – a special “family” – because of members like Connie. We couldn’t think of anyone who deserved this honor of a Life Membership more. Congratulations!

A motion was made to adjourn this regular World Council meeting.

Respectfully submitted by:

**Vicki Palmer**

Vicki Palmer, Executive Secretary
ISCA Board of Directors