

President's Report

Our class President, Heini Wellmann, gives a summary of decisions made at the World Council Meeting, which was held in Halifax, Canada on August 27th 2009.



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The deliberations of the World Council meetings, like a Board of Directors meeting of a corporation, are confidential.

This allows a much more open and frank exchange of opinions, which is an important factor for good decision making. On the other hand all members of the class and even the wider public interested in sailing matters should be informed about the major decisions taken at the meeting.

First, we looked at our objectives for 2010 and the following years. Our main objective is to **increase the ILCA membership** from currently around 16,000 to **20,000 members** within the next two years. It is obvious that this objective can only be realised by hard work in the Districts. Experience has shown that two elements are essential: a strict, but friendly **control of the membership at all regattas** and a **successful support program for the 4.7 rig and youth sailing**. The membership control needs some organisational effort. District/fleet officers responsible for the control need to be named and have the courage to approach non-members at the regatta. The main argument is the one of solidarity. The class is run by volunteers, but there are some expenses to be covered like, for example, newsletters, training camps, prizes etc.

The World Council then looked at the **estimated Accounts 2009 and the Budget 2010**, which you can see in the separate table. The ILCA accounting year closes at September 30th. Therefore the accounts 2009 had to be estimated based on the actual figures available in August, but the final accounts 2009 should be very close. The World Council was somewhat concerned that the Accounts 2009 as well as the Budget 2010 show losses of around £40,000, which is more than 15% of the total income. This is due to the fact that the three main income areas – namely the Plaque fee, Sail button fee and Membership fee – have remained the same (per boat, sail or member) for five years. On the other hand the main expenditure, which is salaries and pensions, follows the general salary increases in the UK. In addition, an Operations Manager was added to the staff and we have again a Technical Officer fully operational. It is therefore foreseeable that the losses will increase rather than decrease in the future. The Executive Secretary was charged to present proposals how to deal with this situation at the next meeting.

On the **Technical side** we reviewed the two most important technical projects which address the main quality issues of the Laser: the low **durability of the sails** and the **bending of the masts** – in particular the Standard sail, the top mast section and Radial lower mast. Both projects should bring the required

quality improvements without changing the technical and performance characteristics compared to the current sails and masts. Quite some progress has been made in the **sail development program**. Several prototype versions have already been tested by top Olympic sailors in France and the UK. The most improvement project is more complex and will require further studies.

We also took note that the **Technical Complaint Form** is now operational on the ILCA web site: www.laserinternational.org. This form is for members who have a quality problem with their boat, sail or spars and have not been able to reach a satisfactory response from their local dealer and the manufacturer.

Another concern of the World Council is the **development of activities in countries, which are not part of a**

Region. The ILCA office was charged to develop a number of concrete programs for these countries.

In a number of countries the **Laser 4.7** has had an impressive **development** during the last few years. In these countries it has become the most attractive class to continue regatta sailing after the Optimist. This also assures that the Laser will not become over time an "old men" boat only – as it has happened with so many classes in the past. Some other countries still lag behind. The World Council therefore asked the Regions and the builders concerned to work together to develop the growth of the 4.7 in these countries. **The Laser 4.7 is our future.**

I wish you and your families Merry Christmas and a happy 2010.

Heini Wellmann

ILCA OFFICE	2008 Approved Accounts	2009 Estimated Accounts	2010 Budget
INCOME			
Plaque Fees	34,959	34,038	34,000
Sail Button Fees	49,200	45,000	43,000
Membership Fees	80,021	78,699	80,000
Sale of Goods	10,140	11,180	11,000
Contribution to ILCA for Entry	38,512	37,828	26,250
Contribution to ILCA for Charter	21,462	27,029	20,250
Interest Receivable	35,408	18,655	24,000
Total Income	269,702	252,429	238,500
EXPENDITURE			
Publications	19,763	19,544	19,500
Testing & Development	12,452	30,878	15,000
Salaries & Pension	169,765	176,162	183,000
Office & Travel	35,632	28,452	27,331
Auditors / Bank Charges	5,972	3,261	4,300
Depreciation	5,763	5,238	5,700
Cost of Purchases	11,571	12,507	15,000
ISAF / World Council	15,506	18,150	14,495
Total Expenditure	276,424	294,192	284,326
Accumulated Funds b/f	851,536	836,396	794,633
Surplus for year	-6,723	-41,763	-45,826
Accumulated Funds c/f	836,396	794,633	748,807