

# General feedback



## 1. Feedback Summary

Individual responses from approx. 100 sailors  
Survey in Italy: 147 sailors participated  
Survey in The Netherlands: 153 sailors participated  
Feedback from Danish district  
Feedback from German district  
Feedback from Swiss district  
Feedback from Austrian district  
Feedback from UK district

## 2. General Concern

No EurILCA question.

### **District responses:**

#### UK:

We have a concern asking the existing WC to lead this review.

A working group of the WC is not a great structure for implementing this sort of change. Ideally an independent Chair of this working group should stand over the process. This point is made as a measure of how far behind modern standards our governance has slipped

## 3. Class insignia and name

No EurILCA question.

A lot of sailors responded that they want to keep the Laser name and logo. Obviously, the result of the vote is not widely accepted. Here is an example for a statement by a sailor:

Laser name and "sunburst" logo are one of the most precious class assets as for more of forty decades it has been a trademark for cheap and exhilarating boating, tough but fair sailing competition on the water and excellency in sailing skills that has permeated the sailing world well beyond strict class boundaries. Every step should be taken in the class constitution and governance to ensure both laser name and logo are retained and developed.

### **District responses:**

#### Denmark:

Changes of rules determined by vote in July 2019 must be implemented in the constitution (ILCA logo and name)

#### UK:

Need to make change for when we can no longer use 'Laser' or logo

#### Individual sailors' responses:

- Remove out-of-date elements from constitution (e.g. symbols which class does not own) (1 sailor)

- Changes to the class insignia, the use of the word Laser, and wording changes from ISAF to World Sailing, are all what I term 'hygiene' changes, alterations of form rather than function. Nevertheless, the first two are important, for they are dependent on the ongoing dispute with LPE and its geographical ownership of the Laser trademark and symbol. We should be cautious: one doesn't know, LPE and 'The Laser Class' just might roll over and cease to be an issue at any time: it would be a sad state of affairs if we (as ILCA members) changed the Constitution only for the LPE/Laser issue to collapse, leaving us two years down the line constitutionally tied to calling our sailboat and our Association something other than 'Laser'. (1 sailor)

## 4. Regions

Current situation:

**EurILCA question:** Do we need to review the regions in the Laser World which compose the ILCA? For example, Caribbean islands and Mexico are not attached to a region, should they be attached to North America or have a separate region? (please keep in mind that each district has the right to vote) ?

**District responses:**

Italy: 59.2 % say that Caribbean islands and Mexico shall be in the North American Region

The Netherlands: 56,8 % Yes.

Individual sailors: Yes.

Comments:

- The national associations have to vote which region they want to represent in continental championships (e.g. Oceanian championships or European Championships) – 1 sailor.

**EurILCA question:** Do you want to divide Europe in Sub regions as it is proposed in the document from ILCA or are you satisfied with EurILCA organisation?

**District responses:**

Italy: 59.9 % are satisfied with EurILCA

**EurILCA question:** Should we follow the same structure as World sailing for the Regions?

**District responses:**

Italy: 81.6 %: Yes

The Netherlands: 64,1 % Yes.

Germany: Yes.

**Individual sailors' responses:**

Yes.

## 5. World Council

### 1. Objectives

No EurILCA question.

No district responses.

**Individual sailors' responses:**

- WC ensures legal obligations met; policies in place for welfare, anti-doping, diversity etc. (1 sailor)
- Governance Principles and organization & processes should be highlighted in 2 different chapters. A high-level « Governance principles » shall explicit the political role of WC and set the scene and boundaries. (1 sailor)

## 2. Composition

**EurILCA question:** Is it normal that the European region with more than 67 % of sailors have less representatives at the World council than Oceania (4 representatives on 12 members of the World Council= 33,3 %) which represent in total a little bit more of 6 % of the Laser World worldwide membership?

### **District responses:**

Italy: 93.9 %: No

The Netherlands: No. 83.7 % favour a proportional representation.

Regions with more sailors should have more voting rights because they represent more members

### Denmark:

Main idea: The composition of the WC should reflect the distribution of the sailors in regions in a better way than today. Today regions with very few active sailors (e.g. Africa) have the same number of seats than e.g. the Europe region having 60+% of all sailors of the world.

President and Vicepresident and Finance responsible should not be additional positions, but elected/constituted among the regional representatives (means a region will not get another seat, if president or vice president or finance responsible come from a region).

Builders are not represented in the WC, but will be represented in a technical committee.

The position of the vice president is in question for an organization as ILCA and can possibly be removed.

It must be ensured that a region never can have an absolute majority of voices in the WC (even if the region might have 50+% of all sailors).

We can imagine the following options:

- Regions with more members could proportionally have more seats in the WC (less attractive as this would then mean a domination of the European region in the WC)
- The existing regions could be changed (e.g. creating subregions having seats in the WC (e.g. eastern Europe, South Europe, Central Europe, North Europe etc.)
- A region would have an additional seat for every 20+%. (e.g. if a region has 40+% than the region would have 3 seats (20+% = 2 seats etc)
- A combination of 2 and 3.

### Austria:

Regions with large membership should have additional council representatives so they can better represent the voice of the sailors.

### Germany:

- The ILCA World Council (WC) shall only consist of elected region representatives and an executive secretary.
- The number of regional representatives per region shall depend on the number of ILCA members in that region. It shall not be smaller than one and not be greater than 3. One option which would result in 3 votes for Europe and 1 vote for each of the other regions would be: 1 -3000 (alternatively 2000 or 2500) members: 1 vote, 3001 (alternatively 2001 or 2501)-6000 members: 2 votes, more than 6001 members: 3 votes.

### UK:

- Significant change such that representation more accurately reflects membership.
- If we stick with 12 Council members, over half should represent Europe
- We are against splitting Europe into a number of Regions as we think Eurilca does a good job

- Exec Sec is not on WC, they run the meet, led by the Chair, participate fully, and take recording/minutes, but do not vote
- Min 25% of either gender

**Individual sailors' responses:**

No on EurILCA question.

Comments:

- The majorities of members should have more weight, but minorities shall not be neglected. Perhaps the vote could be based on membership numbers not numbers of council members, but the regions may veto a decision, if, say, one third or half of the regions object. This way the representatives of the majority of sailors may guide, but cannot easily press decision to the disadvantage of regions with less members (1 sailor).
- The number of votes shall be proportional to the number of sailors (members) in the region or the number of votes should be equal to the number of sailors (members) in the region (24 sailors).
- Two representatives of each region (1 sailor).
- Europe definitely should have 8 representatives at the world council (1 sailor).
- Achieve a better representation of the Laser population in the ILCA world council (more members for Europe). (9 sailors).
- There should be a formula which reflects the membership numbers. For the region with few members a minimum number of votes could be defined. At least one representative per region. (4 sailors)
- Distribution across the World needs to be clarified and specifically the representation of Europe shall be precised. Roughly Europe through EurILCA should be closest to its number of participants ratio (ie 5 representatives out of 10 members) and EurILCA itself needs to manage its geographical distribution and diversity. (1 sailor)
- Europe should not be considered as the present European Union (27 members) + others from the European geography (ie UK, Norway, Swiss, Norway, up to Russia and Turkey, and even Israel), including small districts (ie Andorra, Monaco, ...) but in its pan-European dimension in order to avoid ILCA to handle sensitive situation with all Member States. EurILCA and ILCA should reserve some seats to small countries (ie less than 100 sailors) in order to guarantee a wide representation and support development everywhere. (2 sailors)
- Representation - as many have stated, more balance v membership. Gender balance and youth representation is vital. weight council membership to size of membership. (1 sailor)
- At the moment the association appears disconnected from the needs of the sailors and needs to reconnect, starting with a world council that reflects the number of sailors in each region, and new immediate elections for each of those positions to start a new era of ILCA. (1 sailor)
- Europe represents more than 50% of the total worldwide membership and should therefore have at least one extra vote in the World Council (this is a very good Australian suggestion). (1 sailor)
- WC should consist of 6 to 8 voting members – Chair (appointed, could be independent of regions), three regional reps, one or two directly elected by members and one appointed independent. Chair leads WC; at least 25% of either gender; not paid. (1 sailor)
- All builders shall be excluded from being a WC member. No builders' representatives in the WC or subjects who have real rights in the construction and marketing of hulls and equipment. (13 sailors)
- Take every possible step to ensure the class and its world council are fully independent of the Boat and equipment builders as conflicting interests are un-ethical and potentially

damageable to sailors' interests. In particular every step should be taken to avoid anybody financially connected with equipment manufacturers to have any sort of voting right or access to decision process in the class organisation (regional and world councils technical committees and the like). (1 sailor)

- The new builders must be adequately represented in the Technical and Measurement Committee as well as in the World Council - which automatically calls for removal of the ADVISORY COUNCIL and the reduction of the WC positions that are currently held by people linked to PSA. (1 sailor)
- The manufacturers as a whole must be able to be members of the WC on the condition that they represent a maximum of 10 or 15% of the votes and that they are all present so that they can express their point of view. In addition, each member of the WC must be available for consultation (contact details provided) by the sailors so that the information can be traced. (1 sailor)

### **3. Role of past president**

**EurILCA question:** Does the past President of ILCA should be kept as a world council member?

#### **District responses:**

Italy: 63.9 %: No. He shall retire.

The Netherlands: 48.4 %: No.

Denmark:

The last previous president should not be a part of the WC with voting rights. He might have a seat as observer (like the CEO). The role of the last previous president is mainly to support continuity by helping the current president and vice president in their work.

Austria:

Role of the past president: recommended as an advisor but not a voting member

Germany:

The past president shall not automatically be a member of the WC. He will remain in the WC as long as he is elected by his region as regional representative in the WC.

UK:

Abolish, old fashion and adding little value. Hall of Fame recognizes substantial contributions

#### **Individual sailors' responses:**

No for voting rights but observer role is acceptable to some sailors.

Comments:

- If the past president wants to vote, he or she should candidate for a position, where he or she has the right to vote. (1 sailor)
- The past President of ILCA should be kept as an honorary world council member, to provide advice but no decisions. (4 sailors)
- It seems archaic when considering current governance best practice for the past president to assume a council position. we have the hall of fame to recognise substantial contribution. (1 sailor)
- Whenever someone steps down from a top role, they should leave the stage. The new person should be allowed space to make the role their own, and to make their own decisions without their predecessor peering over their shoulder. If the 'Past President' is to have a role it should be honorary, advisory, and non-voting. Attendance at World Council meetings should be only at the request of World Council through the current President; in other words, only if their advice is needed and sought. (1 sailor)
- The past president shall stay in the WC but with term limits of 2 x 4 years. (1 sailor)

#### **4. Voting rights of the WC members**

**EurILCA question:** Shall the executive paid secretary of ILCA have a written vote at the World Council?

**District responses:**

Italy: 74.1 %: No

The Netherlands: 61.4 %: No.

Denmark:

Only elected regional members have voting right.

CEO is just observer. CEO can be member but will not have voting rights (just observer status).

Austria:

Voting rights of WC members: only regional representatives and the finance director should have voting rights; builders, executives secretary and past president should only take an advisory role and not be allowed to vote.

Germany:

The executive secretary shall not have voting rights.

UK:

Only WC full members may vote.

WC is there to decide strategy, Executive is there to execute WC decisions.

Exec Sec does not have a vote

**Individual sailors' responses:**

No.

Comments:

- WC should be ultimate decision makers by majority vote. Executives implement and while they can attend, they should have no vote. (3 sailors)
- The paid secretary may make suggestions for voting but shall not participate in the voting process or shall not even be present when a vote takes place. (1 sailor)
- No vote on World Council for persons who have not been elected by paid-up members of the Class. (1 sailor)
- No. Voting in other organizations is a representative authority and can only be carried out by democratically elected directors or representatives. It is absolutely impossible in any democratic legal system that a salaried secretary should be allowed to do such a thing. Therefore, an unelected salaried person should not be a representative, especially not at the World Council. (1 sailor)
- No paid class officer should have a vote right and any degree of decisional power in the ILCA World Council or any other regional or district governing body. (1 sailor)
- I propose a democratic voting system where every ILCA sailor will have a vote and not only one vote per Laser district. (1 sailor)
- Administrative and operation role of the executive secretary, an employee of ILCA, consequently without right of vote. No further vote power for president and vice-president. (1 sailor)

#### **5. Election of WC members**

**EurILCA question:** Should it be elections as we have every year for the executives of Eur-ILCA in Europe for each region of the world?

**District responses:**

Italy: 89.1 %: Yes

The Netherlands: 41.8 %: Yes, 30.1 %: No opinion.

Denmark:

President, vice president (if we need this position) and finance responsible are not additional positions (see above), but are elected of the group of regional representatives.

It should be ensured that president/vice president and financial responsible DO NOT come from the same region.

Austria:

Appointment mechanism for president and vice-president: rotation among regional representatives is supported; the roles should focus more on governance and less on day to day operation of the organisation

Germany:

- The regional representatives shall be elected in their regions respecting the rules and regulations in these regions.
- From the regional representatives the WC president, 2 vice presidents (one of whom will also serve as the treasurer) and a member of the technical committee shall be elected by the WC members. The member of the technical committee can also hold another position in the WC (e.g. president).

**Individual sailors' responses:**

Yes for elections. Suggested intervals may be larger than 1 year.

(Sailors may have confused re-election periods with term limits here.)

Comments:

- Yes. At least 1/3 of executives every year. (1 sailor)
- Elections for the executives of EurILCA in Europe could be made every 3 years. One year is too short. (1 sailor)
- All members of the World Council should be elected by the sailors. the overall number of years one person can be member of the World Council, president, or vice president should be limited reasonably, e. g., 6 - 8 years. (1 sailor)
- ILCA representative should be voted every 4 years by district or region representatives. (3 sailors)
- Elections should be organised in the same way everywhere, preferably annually. (1 sailor)
- 1 year seems to be short for the implementation of changes. Half of the positions could be re-elected every 2 years. (1 sailor)
- My view is, every year is not enough time to turn run the class effectively. A period of 3 year as a reference should be more appropriated to benefit from the planning/implementation experience. (1 sailor)
- NOT NECESSARILY. HOWEVER, THE REPRESENTATIVES OF THE INTERNATIONAL LASER CLASS ASSOCIATION SHOULD BE ELECTED FOLLOWING THE EURILCA MODEL (1 sailor)
- One year is too short. Elections should take place every 2 years. (2 sailors)
- Democratic principles should be introduced asap - this sounds simple but actually at the moment only a minority of WC members have ever been voted in. The vast majority was simply appointed or chosen. (1 sailor)
- Appointment mechanism for the President and Vice President": Yes, should rotate. (1 sailor)

- Appointment mechanism for the President and Vice President: THE ROLES ARE BE CHANGED AND THE POSITIONS SHOULD BE ROTATED AMONG THE REGIONAL REPRESENTATIVES AND NOT BE ADDITIONAL TOO THEM. (1 sailor)
- ELECTIONS FOR THE EXECUTIVES OF EACH REGION OF THE WORLD EVERY 1 TO 4 YEARS. (1 sailor)

## 6. Term limits

No EurILCA question.

### District responses:

#### Denmark:

Main idea: Implement time limited periods of duties for regional representatives as well as for president/vice president and financial responsible. This ensures new people and more innovative thinking led by the needs/asks from the sailor community. On the other hand traditions and experiences must be ensured. There are many options (examples below):

- Limitation of time of duty in the WC for max 4 years with an option of extension by 4 years. Max 8 years on the board of the WC. After max 8 years the region MUST appoint a new representative.
- Regions must elect/confirm their representative every 4 years.
- President/vice president and finance responsible are elected/confirmed by the WC members (of the group of regional representatives). President confirmation every 2 or 4 years (equal years). Vice-president and Financial representative every 2 or 4 years. (unequal years). This ensures that a change of president and financial responsible/vice president not can happen in the same year (to ensure continuity)

#### Austria:

Term limit for WC members should be 4 years, 1 time re-vote is ok

Term limit for president and vice-president: same as for the WC members - 4 years, 1 time re-vote is ok.

#### Germany:

General term limits for the regional representatives should not be set. The term of the president, the vice president and the member of the technical committee shall be 4 years. Elections shall take place in the year after the Olympic Games. If the president has to resign prematurely (e.g. because he is not re-elected in his region) one of the vice presidents shall take the position of the president until the next election. The total amount of years any elected regional representative can be elected president, vice president or member of the technical committee shall be 8 years.

#### UK:

Good governance in any organization requires limited term of office. Too much power in limited individuals in the not for profit sectors is poor practice and creates a poor culture.

A lack of a flow of new people with new ideas stifles innovation and diversity – it leads to sub optimal decision making and execution – we worry there is evidence of this

3 years X max 3 terms for President and Vice President

The WC should propose from its membership and vote on the President, at each AGM, the President and Vice President being able to put themselves up for annual re-election subject to term limits

No more professional staff

### Individual sailors' responses:

- Term limits are vital. 3 year appointments, renewable once only. (1 sailor)



- No WC members for more than three, three-year terms or two four-year terms, possibly builder rep as non-voting attendee (optional) (1 sailor)
- All members in the WC should be elected members with a maximum board term of two 4-year terms. These members are representatives from the regions and may not have personal or financial interests as representatives in the WC. (1 sailor)
- WC members should be elected every 4 years, with the possibility of being re-elected maximum a second time. (3 sailors)
- It is also necessary to set a maximum board term and rules for job creation and interest adjustment. See the reason for the recent emerging debacle at the LON. Accountability is accountability. Failure to provide insight into finances or other information should lead to an immediate failure (no longer allowed to act as director) of the directors concerned or the entire board. (1 sailor)
- Sailing class associations may be required to have term limits because MNAs are required to have them in order to get funding from national sporting authorities which insist on them. For any role there has to be a happy medium between the benefits of experience and the drawbacks of staleness (and in some situations, the risk of nepotism, favouritism or corruption). Term limits shouldn't be necessary, but good governance demands them. A two-year maximum in any post would be too short, a five-year maximum about right, nine or ten too long, even if supported by election. It is also essential to have a programme of succession-planning, not just in case of accidents, but to ensure that new post-holders can be effective from the day they step up. (1 sailor)
- I would say as long WC members are properly designated, we don't need. (1 sailor)
- All members of the world council including the president should have term limits. (1 sailor)
- Term Limits for WC members: 1-4 YEARS (1 sailor)
- As example, a WC with 10 members from Regions to elect each 2 years President and Vice-President, these 2 not to be elected more than three times (6 years max) (1 sailor)

## 7. Others

### Individual sailors' responses:

- WC members should act like directors (legal responsibilities) (1 sailor)

## 6. Role of sailing federations

**EurILCA question:** Do we need Laser class association only from real sailors making laser Class association or run by national authority?

### District responses:

Italy: 85 %: From real sailors.

The Netherlands: 41.8 %: From real sailors, 22.2%: National Authority.

Germany:

The class organizations shall be organized by sailors. If there are not enough sailors in a district than the sailing authority can take over the duties of the class organization.

### Individual sailors' responses:

Most sailors favour running the Laser class association by real sailors. However, there are not many answers and a considerable number of sailors misunderstood the question. E.g. they answered that a certain number of people who are not sailing a Laser could be allowed.

Comments:

- Better real sailors run the Laser class association in partnership with national authority? (1 sailor)

- Be flexible, based on membership numbers. (1 sailor)
- I do believe international laser class and national associations needs to be aligned in the basic rules of the class as one team, I do not think having a fragmented national association will support the class. (1 sailor)
- No. An association must always be set up by the sailors. The legal form should be an association, in which the member sailors ultimately have the final vote. (1 sailor)
- I understand that MNAs and other national or District organisations have been able to purchase blocks of membership for un-named Laser sailors within their domain. If they still are – and I am not privy to whether it is true – this practice should cease. Fundamentally undemocratic, it could deny individual sailors their right to have a vote in the Association. The conditions of membership are for 'Any person', not organisations, which cannot be subject to the disciplines of membership in the way that sailors are. Moreover, an MNA's group membership might be used to impose a layer of control over individual sailors that could, for example, be used unethically to prevent an individual with 'un-healthy' political views or affiliations from competing at an ILCA event. I would suggest the following:
  - Membership specifically authorised to any organisations under Clause 8 should be rescinded, after informing all affected organisations.
  - Entrance to ILCA events is open only to ILCA members identified as individual persons.
  - In the UKLA one does not have to be a Laser sailor to become a member, but only to be interested in the Laser class. If officials of MNAs or other organisations want to join, I suggest they could still have one individual membership. One does not have to be a Laser sailor, or even a Laser sailor, to be interested in the Laser, the latter being one of the permissible conditions for membership. (1 sailor)
- If World Council nevertheless decides that organisations permitted by the exceptions contained in Clause 8 should continue as members, then all such memberships must be published, along with any and all conditions made for membership. The number of memberships in the previous year by Region and District should be made public. (same sailor as above)
- Nationality or citizenship must never become a condition for membership of a particular District. One of the best aspects of the early Laser Association used to be the absence of national identity. Sailors competed against each other as individuals, not as Frenchmen, Belgians, Americans or New Zealanders. Lasers did not carry national letters until the practice was forced upon the class, and I have always thought this a backward step. Clause 10 (3) is essential, even though it might conflict with nationality rules for Olympic competition. (same sailor as above)

## 7. Transparency and Finances

**EurILCA questions:** Shall all the information and finances of ILCA be transparent? Shall we get more transparency?

**District responses:**

Italy: 95.6 % / 97.3 %: Yes

The Netherlands: 92.8 %: Yes

The ILCA should be very transparent in every aspect. A big international class needs an association but maybe it should work like the Laser concept: keep it simple. All members have the right to know how the class is managed and how their money is spend.

Denmark:

All decisions made by the WC as well as options to be proposed must be made visible for the Laser sailing community. All proposals to be made at the annual meeting must be published at least 30 days before the meeting is held.

Germany:

ILCA finances shall be published to all members.

ILCA shall be more transparent. The minutes of WC meetings shall be published for all members.

UK:

- Accounts audited, preferable free by members firm
- Full financial transparency, full Report and Accounts, including salaries and expense should for paid staff should be posted within a month of financial close
- Registry of possible conflicts of interest held and kept un to date
- Internal Expense sign off procedure for personal expense
- Policy published on safeguarding, diversity, anti-doping etc

Communication:

- A more inclusive communication style is required.
- By sharing more, we will take the ground from under those who make unhelpful comments, based on rumor, on social media. – Some of these comments make our Class look full of dissent and not attractive to would be Laser sailors
- Time to bring the Class back together

**Individual sailors' responses:**

Yes, on both questions.

Comments:

- Sadly, lacking at present. Publish minutes of meetings, budgets and fully disclose the results of voting - not at an individual level, but at region/fleet level at a minimum. (1 sailor)
- Publicly disclose interests, possible conflicts, any expenses claimed. (1 sailor)
- ILCA accounts and salaries to be accessible to all members so I want more transparency. (1 sailor)
- Yes, for district associations. (1 sailor)
- Total transparency. All figures shall be accessible online. (1 sailor)
- ILCA accounts shall be accessible to all members after they have been audited. (1 sailor)
- A detailed financial statement needs to be published every year and in a timely manner, so that members can see where their money is going and how the class is spending it and what reserve it has etc... (1 sailor)
- The ILCA balance sheet and in - out financials and ongoing costs should be fully transparent and when calculated per sailor be affordable. This and all the One Design rules above should keep the Laser Class affordable and 'simple'! (1 sailor)
- Yes. Gaining powers is inextricably linked to being accountable. So finances and decisions need to be transparent and clear, but that should apply to more information. The entire policy and actions of the board and the organization and other positions and (financial) interests elsewhere should be transparent upon first request. (1 sailor)
- There needs to be transparency about its constitution, its mandate, its independency as well as the remuneration. All aforementioned aspects have currently been violated, with a major revolt as result. In the current situation, the only way out is a collective end to ILCA (board, organisation). After a thorough consultation process, a new ILCA can be installed with a clear constitution and mandate. (1 sailor)
- Transparency: now it's easy to record the meetings, and all the ILCA member can access to that. Also, we can know the different directions that the class it's thinking to propose.

The most important thing it's to inform the different countries about all the new decision because if not the class it's breaking in two different routes. (1 sailor)

- Full financial transparency should be endorsed by ILCA and every document made available to ILCA fee paying Laser Sailors. A special focus should be instituted on salary control for paid class officers and a capping limit of 120 % of, say, an average Elementary School teacher wage should be instituted. (1 sailor)
- And finally I wanna end saying that a lot of information has been hidden at the point that most people didn't know about all this until it was almost everything decided, I wish you could think more about the people who sail the class and less on politics and money, because if you do what is good for the sailors then you will have success and support. (1 sailor)
- Given the size of the ILCA association, I think it should be professionally managed as a company, but of course it remains an association and everything should therefore be as transparent as possible for the members. (1 sailor)
- The meetings of the world council should even be filmed and visible in their entirety on the website of the ILCA in order to guarantee total transparency and to allow to keep in place during the next vote the representatives who deserve it ... (1 sailor)
- National authorities to act on behalf of their membership, e.g. UKLA represents UK members, but there must be clear communication between the world council, regional council, national authority and membership so members can make the most informed decisions based on unbiased information. (1 sailor)
- The WC board will have to account annually for expenditure, but also for future plans and investments. Future plans such as changes to the Laser as a unit class can only be implemented after agreement that has been reached within the WC. (1 sailor)
- **MANDATORY TRANSPARENCY IN ILCA INFORMATION, DECISIONS AND FINANCES.** (1 sailor)
- Basic reporting principles (ie quarterly and annual reporting, including financial actuals, budget and running consultations within the sailors) and schedule (annual meetings, elections, etc...) (1 sailor)

**EurILCA question:** Should ILCA have its accounts audited each year by two auditors who draw up an audit report for submission to the Annual General Meeting? As is the case for EurILCA under Swiss law, the auditors are elected at the Annual General Meeting.

**District responses:**

Italy: 95.9 %: Yes

The Netherlands: 76.4 %: Yes

Denmark:

All accounts must be reviewed by two independent accountants (elected by the WC on proposal of the president/financial responsible). The review must happen yearly and the audit report must be presented at the annual meeting.

Germany:

An annual financial audit by 2 independent auditors shall be conducted. Independent means that the auditors shall not hold or have held any position in ILCA. The auditors shall be elected by the regions in a rotation principle and shall be auditors for 4 years. The same persons shall only overlap for 2 years.

UK:

Accounts audited, preferable free by members firm

**Individual sailors' responses:**

Yes.

Comments:

- Independent audit approves accounts (ideally honorary). (1 sailor)
- Annual accounts and ethics should be audited by an independent auditing firm, as in the case with major commercial corporations. (1 sailor)
- The class should have account auditors elected by the members to verify the accounts and report accordingly for all sailors to view. (1 sailor)
- Finances should be made transparent and should undergo yearly check audits held by two independent and rotating persons (each year one person from last year's audit and one new person, ideally from different regions, assigned by the region, not by the World Council). (1 sailor)
- Number of auditors required by the legal system. (1 sailor)
- Yes When it comes to such great interests, a professional check is necessary. In addition, affiliated organizations must have an information and intelligence right and a right of access, both at the accountant (s) and at the organization itself. After all, an accountant cannot oversee the importance of everything or have not adequately assessed an aspect in the light of certain developments. (1 sailor)

## 8. Member involvement

**EurILCA question:** Shall the sailors, members of the class should be consulted in case of changing the rig like it was made with the C rigs series or the ARC rigs? Shall the sailors should vote on those specific and important changes?

**District responses:**

Italy: 93.9 %: Yes

The Netherlands: 85.6 %: Yes

Denmark:

The areas and the rules, when the sailor community should be included in decisions to be made on the constitution or the builders manual must be reviewed and modernized to we ensure maximum involvement of the laser community without amputing the efficiency of the WC.

Germany:

The sailors shall vote on all equipment changes, including all changes to the Laser Construction Manual.

UK:

Major issues to be put to membership for vote, the tech enables us to do this

**Individual sailors' responses:**

Yes.

Comments:

- Categorically the introduction of any new rigs or equipment of substance requires a member vote, period, your language regarding the C5 rig and associated commitment to carry out any 'required' vote is ambiguous, presumably deliberately so. The current time-frames for vote approval are ridiculously long. 6 months should be one month. (1 sailor)
- Strict one-design principle can't be changed without two thirds member vote in favour (includes new rig, sails etc). (1 sailor)
- There should be a committee taking those decisions, involving sailors of all ages, coaches, builders, dealers and elected class association representatives. (1 sailor)
- I cannot understand people changing the rules regarding the rig and equipment without having the sailors informed and consulted. Evolution is necessary, but changing the rig has a cost and consulting people is the first step of this process. (1 sailor)

- Of course, the members of the class have to be consulted on modifications. If it is feasible to vote on them, this is preferable. Another possibility is to let an elected delegation of sailors decide on this. (1 sailor)
- No change in the boat construction or rig without a member vote. (1 sailor)
- Every change of equipment, racing rules or regatta venues shall be subject to a vote. (1 sailor)
- Members of the class should be consulted on any changes to class rules or equipment. (3 sailors)
- No change in the boat construction or rig without a members' vote. (1 sailor)
- Yes. Before a vote on equipment takes place a vote for a study should be conducted. The study would include an evaluation of financial benefits, sports benefits, benefits for the reputation of the class and benefits for the growth of the class. It shall also estimate all costs related to the change. (1 sailor)
- Yes In the laser class, the voices of the sailors should also go above financial gain. If you do something against the wishes of the sailors, you undermine the class. Equality in the boats has always been the basis of laser sailing. (1 sailor)
- Sailors who are members should be consulted in case of any changes at all should be made. It is important that the Laser class continues to be standardized without deviations anywhere in the world. A Laser in Europe should be 100% equal to a Laser in Australia. Simplicity, standardization, affordable should continue to be the guiding principle for the Laser class. (2 sailors)
- Before we had this governance at ILCA we voted on every minor change to the Laser gear. Ever since we have this governance, we had the Standard sail heavily changed, the top mast section made in carbon and now the Radial bottom section in composite. All changes made without any consultation to the sailors, who now have to pay much more money than before for their gear. (1 sailor)
- The ILCA members and the manufacturers should also be able to openly present improvements in technology, organization of the ILCA and regattas. Voting is easily possible in the age of the Internet, but should also be checked by independent auditors from different regions. (1 sailor)
- People who are builders of the class shouldn't be able to vote on class matters due to conflict of interest for they business. (2 sailors)
- Every change should be subject to vote by all with an 80% majority of the total membership needed for any change. Not voting counts as keep the status quo. (1 sailor)
- Changes to the Laser that endanger the unit class can only be put to the vote after the sailors have been informed and have given their consent to put them to the vote in the WC. (1 sailor)
- Changes to the manufacture of the boats should be transparent to all and not clouded in secrecy. This refers to both the Builders Manual and to changes to 'builder supplied' items such as sails and spars. The class association should act on behalf of its members and NOT its builders. (1 sailor)
- VOTE ON THOSE SPECIFIC AND IMPORTANT CHANGES OF LASER CLASS RULES. (1 sailor)
- The RRS are more constrictive than before 2009. It used to be possible to alter the Class Rules without the written permission of the Class Association: no longer. The ILCA Constitution prevents Regions (and by inheritance, Districts and Fleets) from amending the Class Rules (Constitution para. 3). This has been flouted most clearly in cases when rig-swapping has been allowed, but also in relation to NOR clauses negating ILCA Rule 7(a). (Please see my attached paper on the ILCA Rules.) If we do not change the ILCA Rules to loosen the constraint provided by RRS 87 and paragraph 3 of the ILCA Constitution, the constraint becomes a straitjacket. However, I do not believe that we should allow Regions, Districts, etc. to make their own changes to the ILCA Rules, but we do need to

provide a greater degree of flexibility within the ILCA Rule. My paper outlines how this could be done, though Class rules that can optionally apply to non-championship events, but which cannot themselves be altered. Aileen's review of the Rules may already have taken this into account. (1 sailor – see also document prepared by him)

- My comments concern the introduction of carbon spars and fibreglass foils, it seems to me that these parts are being introduced without any discussion or vote by the membership! My main objection is the cost which is at least 3 times that of standard Laser items, it would appear that in the case of rudders and centreboards the standard dense foam item are now no longer available. Regarding the carbon spars, the following approximate prices illustrate the astonishing price difference between carbon an aluminium, Top section mast aluminium £169 carbon £579, Bottom section mast aluminium £239 carbon £849. I anticipate that in the very near future the aluminium sections would also become unobtainable. I agree that on rare occasions aluminium mast sections do break or bend but not often enough to justify the change to carbon. (If carbon sections do not break or bend then that could be considered an advantage to the sailor using the carbon section over a sailor using an aluminium section which could be considered an unfair advantage!) Below is an extract from the 2020 class handbook which clearly states that improvements can be made to the boat as long as significant cost increases are avoided, I do not think that fibreglass foils and carbon spars comply with the constitution and class rules. "Evolution in quality and ease of use: The builders have made and will continue to make a sustained effort to improve the quality, durability and ease of use of the Laser – but without changing its basic performance. Where tolerances exist in the quality assurance procedures for incoming materials and for the manufacturing process, a continued effort will be made to reduce them, but avoiding significant cost increases. (1 sailor)

## 9. Meetings of the World Council

No EurILCA question.

### District responses:

#### Denmark:

Due to the fact that members are from all regions and president/vice president and financial responsible are proposed to be elected from different regions, modern remote communications and meetings will be the standard communication (teams, skype or similar).

For the annual general meeting it is recommended to hold these with similar remote media rather than physical meetings.

#### Germany:

WC meetings shall be held at least quarterly. One meeting per annum shall be in person. All other meetings shall be online.

#### UK:

More use of video conference, more frequent shorter meets, less physical meets, less expense.

Min 4 meets a year, preferably 8.

Minutes published

All votes published so membership can see how their rep and others voted

### Individual sailors responses:

- Meet more regularly, in the ZOOM/Teams/Skype era this is easy. (1 sailor)
- At least 4 meetings a year, minutes published, run openly and transparently. (1 sailor)
- The WC should meet at least twice a year, via conference call to save time and money, or in person at major regatta venues. (1 sailor)

## 10. Technical committee

No EurILCA question.

### **District responses:**

#### Denmark:

Main idea: With potentially many new builders and more requirements by World Sailing, the constitution, role and responsibility of the technical committee should be changed and the relationship/communication to the WC must be ensured/investigated.

The technical committee's role is to make recommendations to the WC. The technical committee has no rights to make own decisions.

After decision has been made by e.g. WC or voting of members, the Laser Construction Manual is update by the technical committee, which also ensures that builders are in compliance with this document.

The technical committee must develop procedures (which needs to be approved by the WC) to ensure compliance and consistency across the builders by measurements.

Furthermore, additional measurement actions should be defined/investigated for all regional and world championships.

The operations of the measurement on behalf of the technical committee might be managed by a separated committee (e.g. regatta committee)

The technical committee and other committees can be constituted by members from the WC but best by independent members from WC.

Also, the technical committee should not contain representatives of the builders.

Additional support for technical committee:

Main idea: Builders have important input to ILCA. The technical committee should establish a forum, where all builders have equally rights and where options for changes etc can be discussed.

It is the members of the technical committee who lead this forum (not any of the builders).

#### Germany:

A technical committee shall be established. Representatives of all boat builders, the technical officer of ILCA and one member of the WC shall be members of the technical committee. The technical committee shall discuss equipment and material changes and shall propose those changes to the WC for voting. The head of the technical committee shall be the member of the WC.

### **Individual sailors' responses:**

- All builders shall be members of the technical committee. The technical committee shall have a consulting function. (2 sailors)
- The new builders must be adequately represented in the Technical and Measurement Committee. (1 sailor)
- Logically, it would be fairly silly to let ILCA become a PSA dominated association after we just escaped from the LP griphold. The current legal aspects are not easy but it should at least be the goal that all acknowledged builders are adequately represented in the same board or institution but not in the World Council. The main reason is simple: ILCA is the class association and - as such - the contract partner of the builders, which creates a difficult situation in cases of conflict. The simple solution: the Technical and Measurement Committee has to be the place for all discussions around boat related issues. The Chairman of the TAMC then represents this committee in the WC. (1 sailor)
- This committee is an ad-hoc flexible body which can integrate experts as needed after WC approbation. A precise description of mission role and responsibilities is needed, especially in term of rule change processes, consultation of sailors, schedule and process-



es. Chief Measurer shall be the Leader but final decisions for issues which impact price, distribution, builders' approval, ... need to be first discussed with the sailors (bottom-up process) and finally approved at WC level. The builders are permanently invited. Idem, sailors representatives may temporarily join under invitation after WC approbation in order to deliver both sailors and clubs requirements. (1 sailor)

## 11. Advisory Council

No EurILCA question.

### **District responses:**

#### Austria:

Advisory council is a good way of elaborating different viewpoints, e.g. as builders should not vote anymore they could be part of the advisory council; WC should always be obliged to get a statement or the advisory council before taking a decision; this statement should be transparent in the minutes of the WC

#### Germany:

An advisory council is not necessary.

#### UK:

Scrap. A subcommittee that may have builders on it is good, but not voting rights and lead by a WC member per above. Consulting builders is a must, but no builders have no formal place in the Governance structure.

### **Individual sailors' responses:**

- Scrap the advisory council - the class association is for sailors run by sailors. A builders rep sub-committee should suffice as conduit to the list of approved builders, they do not run the class. (1 sailor)
- Any Advisory council is ok but should have no power. (1 sailor)
- I am not sure that the role of the Advisory Council, consisting of the President, Vice-President, and two builder's reps, is all that it could be. The current Council setup allows the builders to have a say in the running of the Association, but I am not sure that the builders, in the new world of FRAND, should continue to have what amounts to a controlling vote in the running of the Association. On the other hand, the Advisory Council acts as a brake on the Association deciding to change the Constitution or pursue a rule-change to the builders' disadvantage. This could be a good idea or a bad one.) In my view the Advisory Council should also be what it says on the tin: a panel of wise heads who can help World Council steer the Association whenever it encounters choppy waters, helping World Council keep their collective head out of the boat and see the bigger picture. The builders' reps should continue to have an important role, but it should not be a decisive one. If there is a place for past presidents (and not just the latest one), it is here. (1 sailor)
- The advisory council shall be removed. (1 sailor)
- Advisory board shall remain. (1 sailor)

## 12. Other Committees

No EurILCA question.

### **District responses:**

#### Austria:

Sub-committees are a good option to discuss more technical details and present solutions to challenges to the world council for voting; we therefore support a closer connection between sub committees and WC; potential new sub committees should be race management and measurement committees; this would also make the role of the president and vice-president

easier - they are supposed to be more focusing on governance and less day to day operations.

Germany:

An event committee is not necessary. The regional representatives shall however be involved in the event planning in their respective regions.

UK:

Encourage the use of sub committees that can look at specific issues in depth. Members of any sub committees to be co-opted by the WC and all sub committees to be led by a WC member

**Individual sailors' responses:**

- Sub-committees as appropriate with delegated authority. (1 sailor)
- Race management committee as an ad-hoc flexible body which can integrate experts as needed after WC approbation. Mission, role and responsibilities: similar flexible set-up and bottom-up processes as for the Technical Committee with the collaborative objective to organize events which fulfil a combined set of requirements : regions alternance, price of participation for sailors, price of organisation and club constraints, .... (1 sailor)

## **13.Others**

### **1. Position of ILCA in World Sailing**

No EurILCA question.

**District Responses:**

Denmark:

The position and relationship to World sailing should be redefined by the next coming world council. Since world sailing is an organization in trouble, the prework and well defined and documented options must be provided by the class organization (ILCA)

### **2. Language:**

No EurILCA question.

**District Responses:**

Germany: The official ILCA language shall be English.

### **3. Location of office:**

No EurILCA question.

**Individual sailors' responses:**

- Consideration should be given to geographically separating the President from the Executive Secretary (and therefore the Head Office) to separate Regions. (I am aware that Austin is still 1,500 miles from San Francisco.) The intensity of the current situation vis-a-vis LPE appears to have arisen at least partly because both officers are based in an ILCA Region that has been poorly served by its licensed builder - no longer - for many years. (There are many other issues, but this one appears, to European eyes at least, to have pulled the trigger.) I am no friend of PSE, and have no truck with 'The Laser Class' or its aims, but I can see why many European sailors were surprised at the ILCA action, having been comparatively well-served by PSE. Many of the disgruntled believe that their Association has been hijacked by a partisan cabal a hemisphere away. (1 sailor)

### **4. Fleets and Fleet Captains (constitution clause 9)**

No EurILCA question.

**Individual sailors' responses:**

- The concept of 'Laser Fleet Captain' as part of an ILCA hierarchy is now irrelevant. In the early years it was important to have a local focal point for the Laser Association. Formalising the role gave the Association a local point of contact at each club for communication, building enthusiasm (remembering the three Objects of the Association), and ensured consistency throughout a District. Now, Laser sailors look more to their District organisation. I don't see that any of the disciplinary clauses of paragraph 9 are relevant in the present day, or could be applied in the real world. Club fleet captains of all classes are primarily beholden their club and its rules and regulations, which may conflict with the ILCA rules. (1 sailor)

## **5. Race Management**

No EurILCA question.

### **Individual sailors' responses:**

- There needs to be a consistent framework for championship events run at World, Region and District levels, with due allowance for the different levels. For more than 40 years we were thoroughly spoiled by the consistent excellence of Jeff Martin as an organiser and race officer for our major Laser championships. Whenever I attended a championship where Jeff was PRO I knew that if it was possible to go sailing we would go sailing, and the racing would be as good as it could be. Without the consistency provided by Jeff we do need a set of agreed written guidelines for regatta organisers. A few general principles off the top of my head:
  - World and Region championships, whether Senior, Masters, Women or Youth, should be on an open-water venue, with the courses at least a mile offshore. Ideally sea-water, with allowances for giant lakes like Michigan, etc. Venues like last year's Masters Worlds should be avoided.
  - 2. District championships should also be on an open seawater venue where possible, but with due allowance for the District's geography. (1 sailor)
- Reimbursement rules should be established for entry fees, charter fees and deposits when an ILCA event is cancelled or a participant withdraws his application. (1 sailor)

## **6. Control the price of the boat:**

No EurILCA question.

### **Individual sailors' responses:**

- The first goal in the constitution should be to facilitate the access to the sport for everybody through a boat kept to a minimum price (it was specified in the original constitution of the Vaurien class back in the 1950's with a retail price equivalent to the retail price of two ordinary non-racing bicycles). (2 sailors)
- Lower the price of the boat to make new equipment affordable for every sailor. Reduce costs and expenses for the sailors. (3 sailors)
- Also, we have to talk about the prize, because all this could be possible if there was a max. prize for everything, because laser is a boat characterized for being economic, but now the prizes are gonna rise too much. (1 sailor)
- No increase of the boat price. (1 sailor)
- Many of us are attached to the one-design of the Laser at an affordable price for the majority of sailors. Prices must remain attractive with European manufacturers. (1 sailor)
- GAIN MARGINS CONTAINED FOR MANUFACTURERS AND MINIMUM ROYALTIES TO LIMIT LASER COSTS AND EQUIPMENT. (1 sailor)
- The cost of the boat becomes prohibitive for mass and individual development. It would be interesting to know the distribution of the costs of a boat according to the different phases. Direct cost of Fab, cost made available ex works, transport cost, distribution cost. (Stakeholders up to distribution must have margins to ensure a correct level of

compensation) Cost of sustaining ILCA brought back to a boat and if possible the increase of costs of ILCA brought back to a boat. (1 sailor)

## **7. Sustainability:**

No EurILCA question.

### **Individual sailors' responses:**

- The class should take every step to avoid environmentally unfriendly and politically unsustainable planned obsolescence by taking every possible step to keep second hand boats competitive for those who cannot buy a new Laser and back up current Laser owners by ensuring their boat retains a good second hand market value. (1 sailor)
- Reintroduce Laser Performance as approved builder or another builder in Europe for economical and greenhouse effect. (1 sailor)
- Our class should always be at the forefront when it comes to the environment. It should be the natural and primary goal of our class that the boats are as long lasting, stable and competitive as possible. How then is it possible to keep the building materials for our boats secret and untouchable forever? In the industry, there are serious and promising attempts to replace the current materials by new "green" materials that can be degraded in an ecologically acceptable manner at the end of a boat's lifetime. Also, allowing modern boat building techniques, our boats could easily be built stiffer and more durable. Of course, in order not to outdate older boats, any changes would have to be made slowly and carefully. The current Corona break gives ILCA the opportunity to ask the builders - old and new - about their opinions to achieve these goals. (1 sailor)

## **8. Compliance:**

No EurILCA question.

### **Individual sailors' responses:**

- The Class goals should be kept within the sport sphere and no possibility should be left in the class constitution to include some possibly well-minded goals of general charity (there has been documented cases of funds embezzlement or tax evasion through such general noble-minded but vague goals). (1 sailor)

## **9. Dissolution:**

No EurILCA question.

### **Individual sailors' responses:**

- In case of Class Association dissolution, an pre-set body of independent curators should be instituted, independent from executive ILCA committees to ensure ex class assets should be transferred to a sailing class or sports not-for-profit concern pursuing similar goals and this being done through a fully transparent process. (1 sailor)

## **10. One design principle and handling of changes**

No EurILCA question.

### **District responses:**

#### **Dutch statement (supported by several Dutch sailors):**

The Laser class principle.

I think the Laser class should stay a strict one design class and as simple as it is. Every sailor knows that racing comes down to his own skills and this unique fact is hard to describe but also can be felt on the boat park and in the way the international Laser "family" works. It is not only the charm but, and this is even even more important, the strength of the class.

Improvements regarding the equipment should be focused on sustainability, older boats should stay class legal and competitive and it should not lead to raising costs to sail a Laser. Introducing new builders and suppliers will lead to more experimenting and thus raising costs

unless all parts are only marked as "class legal" without the name of the supplier. Sailors who want to sail a more modern boat should move to another class.

The Olympics.

Young sailors have Olympic dreams and this can be a benefit for the Laser class. Although many young sailors stop sailing when they go to college, they will most likely start sailing again as an apprentice or master thus keeping large (international) fleets. However, the class should not change its principle to stay the Olympic dinghy.

**Individual sailors' responses:**

- The boats must be identical and the hulls and sails identical. hulls and appendages equal to the past. we want the laser not another boat. we want to compare ourselves everywhere. cheap and identical boats. possibility to restore old equipment. otherwise you might as well change class and race on more innovative and faster boats. (1 sailor)
- Keep the laser as simple and similar as is now (1 sailor)
- First of all, the same material for everyone, and with new factories and some changes while building the boats, that even if ILCA say that the designs aren't gonna change we all know that the boats from different factories will not be the same, so the same material for everyone is gonna end. (1 sailor)
- Having more than one manufacturer within a region is ridiculous and will destroy the one design nature of this class which has bred its success. Let's be honest the laser is no longer the best single hander available. However, it is the most popular and cost-effective solution to competitive racing, and you can reliably go to any event or club in the world and feel that you are racing with equivalent equipment. (1 sailor)
- The ILCA management should make sure the laser is and will stay what it was originally designed for. An affordable boat (Strictly One Design) for everybody and not only for the happy few. I do not believe that the current ILCA management is going in that direction with the new ILCA class rules. (1 sailor)
- I want to sail races in a boat which is exactly the same as my fellow competitors. (1 sailor)
- The laser has always been a simple boat. There are other classes that allow the use of modern and high sophisticated technology. Thus, changes should be kept at a minimum, material should stay as low-priced as reasonable, changes should be voted for or against by the sailors, whether they affect the class rules or not. (1 sailor)
- I think it is very correct to do upgrade to the laser boat but not so much excessive. It seems useless to make tens of hundreds of people spend euro to make a landing that does not reflect tradition and would decrease laser workers by 75/80%. So I think it is right to make changes as a low carbon part but not to spend and halve your members. With this conditions ILCA will fail. (1 sailor)
- Not more evolution except those already approved the laser Radial sail and the carbon mast. (1 sailor)
- I therefore urge you to take decisions that will keep Laser sailing affordable, thus popular and competitive. Moreover, get a tighter control of manufacturing tolerances in order to be a truly one design class. (1 sailor)
- Please keep the laser class as it always was, since that's what made it what it is nowadays. (1 sailor)
- Maintaining the Laserburst logo (on the sail and parts) is an essential element of this identity and should be maintained (even when at a price). Also the laser, all laserpart and sails should reflect this identity and should not lead to any differences in performance (either overtime or when being provided by more vendors). Strict quality control is a must! Changes to selected standards should be possible on a slow and very - long term - predictable pace (perhaps governed by the Olympic cycle). They may be related to minor equipment, sail, perhaps mast but surely not to the hull itself (as the latter would make older lasers 'out of date"). To me Olympics is about affordable competition and the per-

formance of the athlete. It is very important that national, local sailors identify themselves with their Olympic participants. To close out: please listen to the Laser sailors themselves, visit their local, regional, national and international events. Come explain what you think is needed, be transparent! It is clear that many of us are concerned so take this seriously. A change of a Laserburst logo is more than the logo itself. (1 sailor)

- STRICT ONE DESIGN CLASS GUARANTEE. (1 sailor)
- My opinion is that one should change as little as possible on a winning concept. The Laser is a success story in sailing world and all major changes will only deteriorate. Allowing a larger number to manufacture and sell the boat will definitely affect the one-type idea. Some manufacturers would surely try to increase the boat's performance in a sneaky fashion and then lose the idea of Laser sailing. The measurement on larger regattas becomes much more complicated and having several hundred equivalent boats for hire would be more difficult e.g. at the European and the World Championship. The price of boats will not be lowered but rather will be higher. Everyone should have exactly equivalent boats, even if sailing at the home club or at the World cup. If you sail a Laser, you should always know that it is only up to you. (1 sailor)
- Finally I believe it's important to include Laser Performance in ILCA's future, not only because I was a big promoter of the class but also because all hulls must be exactly the same despite the producer, Laser Performance will help to stand this "equal seal". My hopes go to a fresh face ILCA with a lot more producers what seems to lead to a price reduction, never forgetting a very strict criteria in boat production, I really agree that differences in fabricants will destroy the class. (1 sailor)
- Owners love the one design, low cost boat, and in having a vote in updating the boat gradually and affordably over the years. It is the most popular and successful dinghy in the world, allowing great competition and fraternity, across a wide age group even at club level. The different sized rigs provide an important hook for youth sailing of being in the boat that Olympians sail. Every top sailor has passed through this class and is proud to be a Laser sailor. I feel it is paramount to protect these class equities while moving forward and while embracing WS requisites. It is my current understanding that a "me too" / copy of the boat from another source is not what ILCA is thinking of and that the boat will be made more performance orientated to fend its Olympic position vs new prototypes. If so, it is feeling even messier at the one design level. In Europe the ILCA class would include ILCA high performance dinghies (from a list of new sources), Laser PS UK originals (up to a certain boat number) + original LP lasers imported from AUS. The one design principle will require great calibration and monitoring to defend it against such a widening of source. Additionally, there is the risk of dividing the association into two in Europe. On one hand - ILCA offering the various boats and sourcing options, on the other hand - break away associations with Laser originals + new PS Lasers UK, who all feel no longer aligned with ILCA's decisions. It is also an awkward moment for laser owners who wish to purchase a new boat or purchase a new sail as we are waiting on new supplier lists for a boats/sails/rigs with specs that are not clear (laser me toos or high performance dinghies or PS UK original). The current effect is that old Laser PS UK dinghies are being sold second hand at premium prices. (1 sailor)
- Up to now the class has been led to believe that all Lasers are the same. The only thing that's true in that respect is that Bruce Kirby only designed one Laser. However, the speed relevant details are hidden in the Construction Manual that is confidential. Having fairly identical boats around the world has not really been true from the start of the class, as the class rules actually do not provide adequate means to ensure that all the boats have the same\* weight, details in construction, mast rake, centreboard case, stability over time - and especially that they do not leak! This is not only true for top level sailors, but also the average sailor - because they have no guarantee that the boat does not leak or is 3 or 4 kg over the minimum weight at the time of purchase. This situation must be changed - especially now with the new builders being introduced. Would it not be nice to have a builder that guarantees that every boat's minimum weight within let's say 100 or 200 g, does not leak during the first 6 or 12 months if properly handled, and has a defined mast rake +/- 5 mm (examples)? If the WC refuses to change the current situation, it will open the door to future construction and measurement arguments between the

different builders. This might end up in a situation much worse than the previous disputes between LP and PSA. (1 sailor)

- MEASUREMENT MUST BE REAL: Our class is probably the only one where an International Jury is unable to properly deal with an official measurement protest - see the famous PanAm Games decision from 2015. The measurements that are taking place in important Laser events can only be called Mickey Mouse compared to other Olympic or International Classes. Question to those sailors that have been taking parts in Worlds and other major events for 45 years: how many sailors have ever been disqualified due to a measurement protest? Workable alternative options have been described. (1 sailor)
- Stop messing around with new variants of Laser rigging. The strength with the Laserclass is not the equipment it is the low-cost physical sail racing world-wide. (1 sailor)

## 11. TLC

No EurILCA question.

### **Individual sailors' responses:**

- ILCA should support the newborn TLC, admit their mistakes while they can maintain a chunk of "honor" and step back from the scene. Eurilca "personnel" should be adsorbed in TLC as it really worked for sailors' rights, in spite of ILCA itself. (1 sailor)
- ILCA and TLC should unite. (1 sailor)
- IT IS NECESSARY TO END THE LASER PERFORMANCE UNDERGROUND FIGHT AND END THE LASER CLASS AS SOON AS POSSIBLE. I HOPE THAT THE WORLD SAILING DENIES THE RIGHT TO ASSOCIATE AND BE RECOGNIZED BECAUSE IF THAT OCCURS WE WILL BE LOST. (1 sailor)
- As long as TLC is actively fighting ILCA or acts as a competitor, an active role in both associations is contradictory. This definitely affects the current past president Heini Wellmann but may also be the case for other sailors. (1 sailor)
- Someone in the ILCA board must be accounted for the debacle about the situation with Laser Performance. If no one is, the Chairman should go. (1 sailor)

## 12. Conflicts of interest

No EurILCA question.

### **Individual sailors' responses:**

- Direction and representation should be devoid of conflict of interest, and creating a commercial company "WeatherHelm" is not compatible with a direction role from the executive secretary. (1 sailor)

## 13. ILCA Objectives

No EurILCA question.

### **Individual sailors' responses:**

- ILCA Objectives (clause 3): the One design rule with objective of large distribution of the Laser; this leads to maintain Laser at low cost over its complete cycle of life which is presently a strong asset, based on long lasting and re-usable equipment. Compatibility between the versions is also an important element to be reminded. Last but not least, importance for ILCA to continuously seek feedback from sailors and organize formal consultation for any important subject which matters like One Design evolution or ILCA organization. (1 sailor)