

International Flying Dutchman
Class Organization

President IFDCO
Dr. Alberto Barenghi

Lecco, 12-05-2013

Dear friends,

I will be glad to meet all of you to the AGCM 2013 that will be held in Balatonfoldvar on next end of May.

As always, I thank you very much for your engagement in this strategic time in renewing and supporting the Class with new Bye-Laws and new members involved in the Class management.

The AGCM 2012, has been organized in Abcoude , at the end of the year, to allow us to collect information and input from the previous Competitors Meetings , National Secretaries Meeting and allow us to approve the new Bye-Laws, updated by Peter Hinrichsen to the request of the IFDCO members and the needs of the present time. In Abcoude, we agreed that the AGCM in Balatonfoldvar will be scheduled over two days (on Sunday 26 and Thursday 30 May, see the attached Agenda in details), instead to organize the meeting the day after the end of the Championship.

According to the decision taken in Abcoude, now is beginning a new deal for the FD Class, with new Officers and the need to finalize the future strategies with a team approach, mandatory to improve and fasten every procedure.

On behalf of the entire FD family and the IFDCO GC I thank very much Peter Doran for his commitment and work over many years as General Secretary. His dedication to his important role has been recognized and should be thanked by the whole class. It is with regret that he has resigned at the end of his term. We look forward to sailing against Peter at many future FD events.

So, the topic "IFDCO strategies and restructuring", reflecting the views expressed by the membership and by us, is the main topics to warranty a growth and promotion of FD to a new generation of sailors. It is the intention of the IFDCO General Committee to implement the view of the competitors meeting on all subjects, including the appointment of officers. The recent controversy over the VP Technical will and should be resolved democratically at the Competitors meeting and implemented at the AGCM in accordance with the IFDCO Foundation Rules. The meeting should initially resolve the misunderstandings raised during last two months, with regard to the interpretation of the election criteria in the new Bye-Laws and appoint all the new Officers.

I am aware that the decision about those items are very important for the future of our Class and requires the involvement and commitment of all the General Committee, as we are all agreed that the IFDCO structure has been updated . The two main goals are to involve members in a more democratic system and improve the Management structure of the Class. This is required to ensure the continuity, reliability, and growth of the Class in a more transparent way.

Essential to the prosperity of the class is ensuring the fast and continuous evolution, promotion and growth of the FD.

As I often wrote in my letters, I consider the Strategies, Team-Work and Communication the three most important tools to achieve this. Moreover, considering the financial crisis, we have to evaluate the expected attendance of teams to the Worlds and major events in 2013 and 2014, the number of new boats built, and the second hand boats market. This is best achieved through Transport grants and Sponsorship represent two main topics for the two next Worlds. In addition a reconsideration of the promotion of charter boats for non-European teams needs to be reconsidered to enhance our international participation.

Currently, we have established the location for the Worlds 2014 (Largs) and Worlds 2015 (Sydney). In 2015 a great European Championship needs to be arranged. After 2015, to maintain the international standing of the FD class as the premier high performance one design dinghy, a strong World Championship like Malcesine is desirable. This remains a challenge for the IFDCO Committee.

Now, as always, I will summarize my comments on some activities, over the last year .

The IFDCO activities in 2012 demonstrated a good attendance of the FD fleets to the Europeans in Altea and a good number of boat to the Worlds in Santa Cruz (allowing for the location and time of year).

a) Communication

With regard to the Communication system, the post of a V.P. Communication was created and filled by Ronald Stalman, who is very proactive. His role to develop the new Website with his Communications tools (Facebook, Twitter, Forum, etc.) as well as the FD Bulletin, is keeping him busy and was done a great job. For the future, it is desirable that there be predictability in editorial practices so that authors are assured that their material is as they would wish it and in the interests of the class as a whole. This maybe best achieved through the recreation and renewal of the Communications Sub-Committee.

We are already beginning to benefit from his activities and we are looking forward to the future development. The use of Facebook and other multimedia has been successful in identifying fleets in South America. In the future, I think it should also be very important to adopt a strategy to promotion the FD to sailors from other Classes. This may be best achieved through the expanding of content on the website to include subjects on the old website and new material.

b) Transport

Despite of the economic difficulties worldwide, the number of sailors who have attended races overseas, shipping their boats by containers, has increased. The interest and passion to sail overseas, in spite of the distance and the financial effort required is strong.

By way of comparison we should look at recent years. In 2010 for Costanta, no non-European competitors shipped boats by container because of the cost and difficulty of shipment. In prior years details the numbers of Containers shipped overseas have been were as follows:

- 1) St. Petersburg (USA) 2006 : 5 from Europe and 1 from Oceania (Tot. : 6)
- 2) Murcia (Spain) 2007 : 1 from U.S.A and 1 from Australia (Tot. : 2)
- 3) Napier (NZL) 2008 : 6 from Europe and 1 from Australia (Tot. : 7)

- 4) Medemlick (NED) 2009 : 6 containers from Oceania and USA.
- 5) New York (USA) 2009 : 7 from Europe , 1 from Australia and 1 West U.S.A. (Tot. : 9)
- 6) Costanta (ROU) 2010 : no containers coming from Overseas .
- 7) Malcesine (ITA) 2011 : 1 container from Australia and 1 from USA (Tot. : 2)
- 8) Santa Cruz (USA) 2012 : 4 containers from Europe and 1 from AUS and 1 from NZL (Tot. 6)

The average cost of each container, including shipping and tax is approximately 7.500 €, so the average fee for each boat is should be about 1.000 – 1.200 € (assuming 6 boats are shipped). I thank very much Frank Nooijen for his help, support and proposals to optimize the costs and the arrangement of every IFDCO shipping overseas . According to the decision of the previous AGCM, the IFDCO supported the shipping to Santa Cruz (USA) , financially, with a grant to each container to Santa Cruz which meant that each European team only had to pay a fee of 750 € .

For the future to promote international participation from non-European countries more support and ideas are required. Often a full container of 6 boats is not practicable and the cost is disproportionate. A review of charter boat availability is desirable as an alternative means of supporting non-European competitors.

Another possibility should be the possibility of finding sponsors to support the shipping costs and this represents one of the important challenges.

One approach to sponsorship, rather than leaving it the championship organizer, would be for the IFDCO to be partially involved in supporting that process and to therefore improve the chance of Sponsorship agreement to reach that goal, particularly in respect of international shipping. In this regard, we have to consider for the next Worlds in Largs Bay how we can improve our support for boats coming from Australia, New Zealand, USA, South Africa and South America. Moreover it is desirable if all efforts are put towards identifying a sponsor for the Ferry ticket.

With Frank Nooijen and Jan Lechler appointed as the FD people in charge for the Transportation, we will agree the best solution .

c) Promotion

In the past, the IFDCO collected money for promotion, advertisement and grants to young sailors and shipping costs for containers, by selling the stock of the last WINCH Sailing Wear and the objects reported in the FD Shop and on the IFDCO website. Some sailing gear, ties and scarves are used by IFDCO to award to the Organizing Committee, Race Officers and Judge, during the Prize Giving of World and European Championships. Finally, with regard to the price list reported on the IFDCO website and FD Bulletin, we should have to update it, especially about some objects. In fact, while fashion, half-model and crystal sculpture has a price list updated to the actual costs, the objects (mylar plan, DVD , etc.) require to be evaluated. In principle sponsorship could extend to both services and money.

With regard to the promotion, a further issue is the Registration of the IFDCO Logo. As agreed during the last two AGCM, I went ahead to register the logo. This has now been done in the Netherlands, Europe and USA. Frequently when I contacted potential Sponsors, they ask me if the “ IFDCO name & Logo “ are registered. This had been a common request by potential sponsors who wanted an exclusive contract for the products and services.

Of course, we need to renew the selling procedure and promotion through the class website and by recruiting new sponsors. One possibility which is still being negotiated with the brand “Gottifredi & Maffioli”, producers of ropes, who have expressed tentative interest to supply a specific kit of tapered sheets and halyards which will be sold through the Class. This remains a chance to develop over the next year.

d) Financial

The results and the influence of the strategy of the “Transport”, “Promotion” and “Website”

Reports from the Financial Sub-Committees have been separately provided by the Treasurer. Moreover, Fred will show us, the financial situation of the Class, updated and in details, as certified by the De Bis Company. Thank you very much Fred for your commitment to manage the Class financial arrangements.

e) Technical

I ‘m very satisfy and glad because they always perfectly update the Class Rules according to the progressive development of boats, riggings and sails, looking ahead to the future. Moreover, the efficiency and the quality control showed in every Championship, testify to the success of the technical strategy adopted by IFDCO to update the Rules and manage the measurements, in order to warranty every time high quality control, safety and equity.

Personally and on behalf of IFDCO, I thank very much and we are grateful to Peter Hinrichsen for his engagement and work to update the Class Rules, Championship Rules and the Bye Laws, as well as to chair the Technical Committee for several years.

Now is term in ending but, we are looking forward to have continuous contacts with his, for his knowledge and experience.

Now, we are looking to the appointment of a new V.P. Technical. In resolving the difficulties surrounding this process, which have unfortunately arisen lately, I think all the GC should have in mind the future of the Class.

I wish all of you a continuous wonderful sailing season 2013 and a good work for the future of IFDCO.

Cheers,

Alberto

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