

MINUTES of the 2016 IKA General Meeting

Friday, 9, September 2016
St. Francis Yacht Club, San Francisco, California USA

Via email to: Admirals: Peter Bøttcher (DEN)
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Alexander Arnesen (NOR)
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From: David Wiard (USA) Admiral & IKA Chairman
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MINUTES Of the 2016 IKA General Meeting

St. Francis Yacht Club, San Francisco, California USA

- I. Roll Call / Call to Order
Meeting commenced at 5:12 PM Pacific Standard Time, USA at the St. Francis Yacht club

- II. IKA Chairman's Welcome & Introductions
USA Admiral, David Wiard welcomed everyone and led introductions.
Present were:
Denmark
 - Peter Bøttcher, Admiral
 - Ulf Røgeberg, Chairmen IKA TC and DK technical committee
 - Jes Thomsen, DK technical committee

Norway

- Carl-Frederik Joys, Vice Admiral (Bergen)
(for Admiral Alexander Arnesen, Oslo)
- Morten Heldal Haugerud, Chairman NKA Technical Committee (Oslo)
- Odd Gutteberg, (Oslo)

USA

- David Wiard, Admiral
- Steve Taft, Vice Admiral
- Risley Sams, Secretary
- Mike Ratiani, SFBKA Technical Committee

III. Approval of 2015 General Meeting Minutes

David Wiard made a motion to approve the 2015 IKA General Meeting Minutes: Minutes unanimously approved.

IV. Admirals' Reports/Fleets Status & Issues

The meeting began with each Admiral giving a brief update on the status of their respective fleets. All Admirals stated that their respective fleets were generally healthy but are actively promoting to bring new owners into the fleet. Morten commented that while the adoption of aluminum masts was deeper in Denmark, Norway is moving slower, citing the cost of upgrading is nearly the same as what a used boat sells for.. Both Norway and Denmark commented on that they had a few new competitors in their respective fleets, and USA has seen a few longstanding members selling, while a couple of boat are under new ownership and a couple being chartered.

V. Review of Action Items from 2015 General Meeting

David made note that the US has still not adopted the new version of the class rules and hopes the San Francisco fleet can put them into effect for 2017.

- Class Rule Variances by Country

Main problems are that country-specific variances approved in the 2015 meeting were not incorporated and published to all fleets as the most current version. We need to not let subsequent changes hold up a document that was approved. Ulf reviewed these sections that deal with country-specific variances and allowances. For example: Drawers not required in USA, etc.. The discussion centered around the Knarr International Class Rules from 2010. Ulf Rogeberg stressed that we must pass this as the document in question is dated 2010 and language correction that is not a material rule change should not need a vote to incorporate. At that juncture, the group went through the document paying particular attention to the highlighted parts. Ulf also stressed that we needed to avoid misunderstanding with ISAF rules so this document must be adopted with country variances intact.

VI. Current Class Rule Document w/ 2015 Approved Changes

- Batten Lengths

This change was submitted prior to the 2015 IKA General Meeting and passed at the meeting, but is not reflected in the current rule document. It was agreed these be incorporated after this meeting with other changes.

VII. Class Rule Changes

- USA Proposal – Boom/Mast Extrusion Section Clarification

David Wiard addressed the group regarding the proposed rule change for submitted to the IKA Technical Committee earlier this year as submitted new boom section for the aluminum rig in the USA does not meet the current specs and he asked for a specification clarification. The size is larger because the manufacturer no longer builds the smaller boom section and the entire fleet received new booms when the first batch of aluminum masts failed. David also pointed out that the boom section we are currently using is the new larger version so not passing this motion would mean the entire US fleet is out of spec.

Peter Bøttcher made a motion to approve the change as submitted, Carl-Fredrik Joys seconded and approved unanimously.

VIII. IKC Deed of Trust Changes

- Revised Draft Proposal from Jes Thomsen

Motioned, seconded and passed as submitted with additional minor edits reflected in the final document. Morten raised additional topics in the eligibility section but it was suggested the proper process was to write up a proposal and circulate it prior to the 2017 General Meeting for consideration.

IX. IKA/Class Website

David raised the idea and benefits of developing an International Class Website for the Knarr One Design. The concept is to have one website where the current, updated International documentation for the Class will be stored and readily accessible by members, sailmakers, boatbuilders, etc.. For example, each countries website will use links to the IKA site for looking up class rules and the IKC DoG, where currently it is possible to see different new/older versions on different country websites. Risley looked up knarronedesign.com and found it available. The website will include the following documentation at a minimum and will be hosted by the US Fleet for the launch:

1. IKC Deed Of Trust
2. IKA Class Rules
3. IKA Articles of Association
4. Links to each separate country

The motion was made, seconded and passed unanimously.

X. 2017 IKC

The Norwegian representatives wanted to thank us for this year's IKC and invited their friends at the table to join them in Oslo for the 2017 IKC August 5-12th they will have a 21 boat regatta and the Germans will be invited (1 boat).

XI. 50th IKC Anniversary Book

Peter Bøttcher brought up the proposal and passed around a quote to create a 50th IKC Anniversary Coffee Table Book for the Danish IKC in 2018. Everyone was in favor of developing a high quality book of approximately 200 pages. The project would call for a professional project manager and writer. The project budget would be 500,000 Danish Kroner (\$75,000usd) for 400 copies. Morten Haugerud thought the cost estimate was quite high but Peter was confident that it could be done and break even. Peter indicated he would need a commitment from the respective countries in about 5 months that they could at least be in a position to fund the first 50%, although monies would not be due at that time. All countries agreed to discuss with their membership. No formal action taken.

XII. Open Discussion

- IKC Multi-Year Event Sponsorship
- David brought up that events such as this IKC requires sponsorship from corporations. He encouraged all the fleets to seek longer term partnerships with vendors in order to maintain the quality of the event. A few minutes of discussion ensued but in general, there was agreement around the table that the IKC must incorporate sponsorship into its traditions or it will be difficult to continue to maintain the quality of the event such as it has been over the last 7 or 8 years.

XIII. Adjournment

Meeting adjourned 7:52PM

ATTACHMENTS

(2015 General Meeting Minutes)

IKA ANNUAL GENERAL MEETING 2015, Copenhagen, Skovshoved, Thursday 6th August. 19.40 – 21.00 hrs.

Participants

Denmark: Søren Killebæk Admiral, Peter Bøttcher Vice adm, Ulf Røgeberg IKATC chairman, Jes Thomsen IKATC

USA: Jon Perkins Admiral, David Wiard Vice adm and IKATC, Mike Ratiani IKATC

Norway: Carl-Fredrik Joys Vice Admiral, Morten Heldal Haugerud IKATC, Nils Petter Haugfos NTC, Johan G. Hvide NTC alternate to Lars Jårvik IKATC

Minutes: Søren Killebæk

Agenda

- 1. Status Report National fleets**
- 2. Rule changes**
 - a. The US proposal for longer battens in the main sail**
 - b. The Norwegian proposal for compensation weights**
- 3. Other issues**
 - a. Date for the next IKC 2016 in SF**
 - b. Deed Of Trust**
 - c. IKA Chairman**
 - d. Rocking**
 - e. IKC sailing instruction and Notice of Race templates**
 - f. IKC 2015 boat adjustments**

1.1 San Francisco

The Knarr fleet is as strong as it can be. The alumast has been a great positive switch for the fleet. Younger good sailors are coming in. Hope to get a new German-build Knarr in the fleet now that the dollar is increasingly stronger to the Euro. Have a couple of nice Knarrs for sale. One Knarr sold this week and the rumor is that Tom Reed's "Sofia" is also for sale. To match the increasing interest for sailing Knarr new boats are needed.

IKC 2016 will be organized by St. Francis Yacht club first week of September from 3.9 to 10.9. 2016 It starts during Labour Day week-end, which is nice, as volunteers do not need to take an extra day of. The weather in October is better for IKC-sailing and is not given up! But beginning of October is very popular for yacht racing on the Bay, and it was difficult to get the timeslot needed.

1.2 Norway

Bergen

IKC 2014 showed 21 good boats. 6 wood and 15 fiberglass, whereof 12 boats are with aluminum mast with compensation weights. For daily social arrangements the new Bergen YC clubhouse was used for the first time. Breakfast was served every day for everyone. Expensive but popular. Very happy with the nice feedback that has come from the IKC participants and volunteers.

New Knarr owners: Wealthy professional fishermen at Askvoll being very good sailors have bought Knarrs. They have their Knarr in at the "Knarr dock" in Bergen YC participating in the Knarr fleet there. The local sailmaker Iversen has also bought a Knarr. The Bergen fleet has got a "new" German produced Knarr from Oslo, however, it may be for sale again. The local Knarr races have good participation in particular the Tuesday afternoon races.

Oslo

New and younger owners buy older boats for restoration by themselves under supervision and advices by the Knarr club. Two boats are in progress. ON11 is in addition back on the racecourses after having been away for many years. It was given back to the earlier owner (Inge-Bertin Almeland) who has worked all winter and restored an upgraded her. Two really nice wooden Knarrs have got new owners this week for the purpose of attending the races. Activity is increasing due to KNS has arranged a winter course in racing, and for Wednesday races a coach is on the race course giving advises followed by social debrief with video and discussions. Knarr is the biggest one-design-class on the KNS afternoon series and with total 20 Knarrs in the harbor. In the beginning of the season Norsk Knarrklubb arrange a trim day with a sailmaker.

The alumast with compensation weight has been well received in Norway, as there have been found no differences in the sailing performance compared with the wooden mast. So the alumast with compensation weight has not split the class. It is expected that there will be more alumasts, but it is also an economical aspect as you can get an old Knarr for the cost of a new alu rig.

Norsk Knarrklubb technical committee has gone through the ISAF-formatted rules again as agreed in Bergen 2014 and compared it with the Blue Book. 39 issues and differences were found and documented. (Some of the missing rules we guess have dropped out by accident.) The differences are the reason that the ISAF-formatted rules so far has not been approved.

The documentation has recently been sent to DKTC, who initially will work with TCNO to produce an updated version of the ISAF formatted rules and subsequently discuss with all IKATC members.

It is important that the ISAF-formatted rules include the rules and the differences for the individual countries. Examples of such are: compensation weights for spars and drawers; crew weight; length of benches etc. The differences should be found easily in the ISAF-formatted rules reducing the risk of misunderstandings.

1.3 Denmark

In Skovshoved Harbour is now home for 42 Knarrs at a new pier. Interest for buying and sailing Knarr is increasing. New younger and good sailors are entering the class. The alu mast is implemented on most of the boats and it has made all the boats more equal to race. It has made the class fun to compete in because the results have more with the skills of the crew to do than the performance of the boat. Fun races together with lots of social activities and good friendship has made the Knarr class successful, and it is by far the largest keelboat class at Øresund. The large concentration of boats at Skovshoved Harbour is a catalyzer for the interest, and the Danish Knarr Club is now working to make a similar pier for Knarrs at Rungsted Harbour. The season started with a trim day in cooperation with North Sails, including practice sailing with instruction on and off the water. It was a big success and it will be repeated next year.

IKC 2015 is, when these minutes are written, finished, with the Dane Anders Myralf and his crew as the winners. The Danish Knarr Association had put a lot of work in this year's IKC, and we hope our American and Norwegian friends had a good week of sailing, friendship and partying.

2. Rule changes

2.1 The US proposal for longer battens in the main sail

American proposal to change the Rule G.3.4 in respect of the length of the third main sail batten (from the top) by increasing the maximum length from 1200 mm/1250 mm inside and outside respectively to 1400 mm /1450 mm.

Mike pointed out that this is rather an adoption to reality, since the US has used sails like this for the last 10 years. The reason is that the sails hold their shape better and last longer. It does not make differences in the performance.

Ulf, the Chairman of IKTC, had discussed the proposal with his colleagues and 5 out of 6 members of the IKTC had recommended this rule change.

The US proposal was anonymously approved.

2.2 The Norwegian proposal for compensation weights

Before the meeting the Norwegian Knarr Association had send material explaining not only the proposal but also a wish to include all dispensations and local rules in one document. Instead of having ISAF formatted rules with local rules as appendix in each country including all Bluebook changes it should be written in one common document and it should be the ISAF-formatted set of Rules.

The present ISAF-formatted set of Rules is agreed by IKA and is already approved at general meetings in DK and US but not in NO. The NO proposal to have one common ISAF-formatted document with all local rules included is thus a major change and perhaps not easily adapted. The way how such a document could be developed was discussed at some length and less about the specific proposal about mast with compensation weights.

David pointed out that this issue may be handled within the ISAF Racing Rules of Sailing (RRS) 86.1 Changes in the racing rules, and that the ISAF-formatted class rules could thus be organized in a way, that it is stated therein which class rules can be changed and which cannot be changed. It was suggested that each country should inform the IKATC chairman in which areas they had national rules (such as the Danish crew weight limit).

Morten pointed out that Norway of course does not intend to force other nations to use compensation weights in the spars if they do not want to. That is for each national Knarr association to decide. But the main topic is how, in the common ISAF-formated rules, to handle the differences in what is legal/illegal in the different countries, as for example, compensation weights for drawers, spars etc., crew weight, short and long benches, loos footed main etc. A common set of ISAF-formatted rules describing how to make a Knarr to be approved in Norway in a clear and unambiguous way, would make it easier to get the ISAF-formatted rules approved by the general meeting. It is not sensible, that boat builders or spar makers has to look in different appendixes, prescriptions or notes, to see what each country do allow or not allow. We recommend this to be shown at the actual paragraph and items in question to avoid misunderstanding and mistakes.

On this background, Norway agreed not to put their proposal regarding compensation weights in alu spars up for a vote.

Instead, it was decided that the IKATC go through the ISAF-formatted rules and all the local differences as submitted to the IKATC chairman and see if David's proposal can be implemented. As in-put to this work all countries must send information of their national rules to the IKATC chairman without much delay.

The Norwegian proposal for compensation weight will be part of this work and a first draft of new ISAF-formatted rules including local differences is expected to be ready by the end of the year.

2.3 Rule change proposals

It was discussed to remind that IKA should in advance be informed to comment proposals for rule changes, including pure national prescriptions. The intension is to keep the Knarr fleets as equal as possible.

3. Other issues

3.1 Date for the next IKC 2016 in SF

St. Francis Yacht club first week of September from 3.9 to 10.9. 2016

3.2 Deed Of Trust

No issues or changes was proposed or discussed.

3.3 IKA Chairman

Since San Francisco is hosting the next IKC, Admiral Jon Perkins is the new IKA chairman.

3.4 Rocking

The issue of rocking observed on the IKC racecourse was discussed. Rocking is illegal according to rule 42. Admirals are to remind the sailors of this. It is a matter of self-justice but if it does not stop, the US threatened bringing their protest jury on the water during the next IKC. Other proposals were to take a video and put it in a protest.

3.5 IKC sailing instruction and Notice of Race templates.

Sailing instructions are written in the ISAF format for further use and will be put on the IKA dropbox..

(Peter B)

3.6 IKC 2015 boat adjustments

After the IKC we have discovered that the rig and other parts have been adjusted against the rules. It is something that we recommend to be addressed at the IKC 2016.

/Søren Kyllebæk

**To: Executive Committee of the International Knarr Association
& IKA Technical Committee Members**

Subject: Class rule change proposal – Boom Extrusion Section

Dear fellow Admirals;

In accordance with the notification requirements of the Articles of The International Knarr Association the San Francisco Bay Knarr Association proposes a change to Rule F.4.5, DIMENSIONS, to accommodate the boom extrusion section that is standard on US boats. Specifically, this change would reflect the Z-Spar Z204 extrusion section dimensions as the maximum dimensions in the table of measurements in Rule F.4.5

Background

During the implementation of the aluminium spars in the US failure problems of mast and booms were determined to be a result of defective metal properties. Additionally, when the manufacturer, Z-Spars (US Spars) agreed to fully replace the defective mast and booms. During their offer to replace the indicated the original Z160 boom section was no longer available and offered a the Z204 section as a replacement. Given the heavier wind conditions in San Francisco the Z204 section has proved more suitable to the stresses and has been fully implemented throughout the fleet.

For the purpose of eliminate any confusion as to which aluminium mast and boom section is accepted as being in compliance with the International Knarr Class Rules, we suggest the following rule adjustment:

The last sentence of rule F.3.5 reads: "The dimensions and cross-section of the aluminium spar are shown on plan M". We therefore propose that Rule G.3.4 should read as follows:

F.4.5 DIMENSIONS

Aluminium boom	Minimum	Maximum
Boom spar cross section between outer limit mark and 3300 mm forward of the outer limit mark:		
Vertical	90 mm	120 mm
Transverse	65 mm	99 mm
Inertia Y-axis	64 cm ⁴	153 cm ⁴
Inertia X-axis	30 cm ⁴	72 cm ⁴

Plan M should be amended accordingly. On plan M it is stated, that the mast section must be "Z-Spar Z 230" and the boom section must be "Z-Spar 160 or current Z-162 version". As the US fleet is using boom section Z-Spar 204, we suggest that section Z-Spar 204 is added to the rule and Plan M corrected accordingly.

Tolerances for the actual sections as noted in Rule F.3.5 and F.4.5 are not relevant as only specific sections are allowed.

Please have your IKA technical representatives review in preparation for an agenda topic to be discussed and voted on.

Sincerely,
David Wiard
Admiral, USA

International Knarr Championship

Deed of Trust

1.

The purpose of the International Knarr Championship is to provide a competition between friends united by their love of the Knarr. While it is a competition, all participants should enter the championships pledging to be the best sportsmen possible in their relations with each other and in the handling of the boats.

The Championship shall be held every year, alternating between the USA, Denmark and Norway. The first Championship will be held in the United States, at San Francisco, California in 1969.

In the event the German Knarr fleet achieves a one design Knarr class with a sufficient number of boats to host the IKC, eligibility for membership of the International Knarr Association (IKA), Germany shall be included into the rotation as a host country every fourth year, beginning in its first year of such eligibility following an IKC hosted by the USA. Following Germany's first hosted IKC, the ordering of host countries will continue in its previously established sequence.

2.

A.

Eligibility

The host country shall decide the number of skippers with crew. The visiting countries shall each be granted a minimum of five berths for their skippers with crew. The host country may enter up to twice the number of skippers with crew as each of the visiting countries. In the IKC competition at least one member of each qualifying team has to be at least a 1/3rd owner in the boat that the team sailed to qualify with. In the event of a bona fide charterer skippering in their entire IKC qualification series the ownership restriction may be waived by the Admiralty of the qualifying skippers country. If a co-skipper arrangement is in place for the qualification series, one skipper must be selected prior to the IKC and shall act as skipper for the duration of the IKC in question.

The champion of the previous year shall also be invited to participate provided that he is a Knarr owner of at least 1/3rd of a sailing Knarr at the time of the regatta. The ownership requirement may be waived by the Admiralty of the champion's country. If the previous year's champion does not sail in the regatta, the country of the defending champion shall be granted an additional berth in the regatta.

Skipper and crew, but not substitutes, must be members of a National Knarr Association.

Beginning with the IKC in 2008, and every subsequent year until it achieves host country eligibility status as provided in 1(a), Germany will be entitled to one entry in the Norwegian, USA and Danish hosted IKC's, provided each of the following requirements has first been satisfied: (i) Germany establishes and maintains a one design Knarr class and association, accepting the Knarr International Class rules, and being recognized by the German racing authority; (ii) Germany's established Knarr class association has an IKC qualifying series of at least 4 races with at least 5 boats competing for the entry in the upcoming IKC; and (iii) Germany's established Knarr class association accepts and adopts the IKC Deed of Trust in its entirety. Should one German team enter, the total number of IKC-contestants will increase with one berth.

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B. Notice

The visiting countries shall advise the host country of the names of the skippers that they will send before 1st April in the regatta year. If a visiting country advises the host country that they will not be filling their quota, then the host shall promptly offer any vacancies to the other visiting country. If there are several other visiting countries, the country to receive the offer is to be decided by draw. If there are still unfilled berths after making the offer to the visiting countries, then the said berths may be filled by skippers who raced in their own country's elimination series. If a vacancy is not filled by a qualified visiting skipper, then it shall be filled by the highest qualifying skipper from the host country.

C. Selections

Each country's National Knarr Association organization will decide the system to be used in selecting their participants.

D. Professional competitors

No professional sailor, as defined below, shall be permitted to sail in an IKC as skipper or crew, unless that person has sailed in 75% of the IKC Qualifying races for that year. If the defending champion has not sailed the qualification races of the defending year, the crew he brings along shall meet the requirements of the rule.

A professional sailor is defined as a Group 3 competitor according to the "ISAF Sailor Classification Code 3" being in force at the time of the IKC.

(The 2006 definition of "ISAF Sailor Classification Code 3" is:

"A professional Competitor is one who during the last 24 month directly or indirectly:

a) has been paid for:

(i) competing in a race,

(ii) training, practicing, tuning, testing, maintaining or otherwise preparing a boat, its crew, sails or equipment for racing, and then competed on that boat, or in a team competition, in a boat of the same team; or

b) has been paid €1,500 or more for allowing his or her name or likeness to be used in connection with his or her sailing performance, sail racing results or sailing reputation, for the advertising or promotion of any product or service; or

c) has publicly identified himself or herself as a Group 3 competitor or as professional racing sailor."

E. Responsibility of Skippers entering the IKC

"If the team includes a "professional competitor" as either skipper and/or crew, as defined under Rule 2D, a written detailed explanation of each person's activities under 2D (1) (4) must be provided latest at registration. For such individuals, the Admirals of the host country, further request that the Skipper in writing provide the dates of qualifying races these competitor/sailors crewed and/or skippered - 75% rule. This written response will be shared with the Admirals being the executive committee of the IKA of all three fleets for joint determination on eligibility.

The joint Admirals may at any time before and during the IKC, without any explanation, ask any skippers for a written detailed explanation of competitor qualification under 2D (1) (4), and a list of the qualifying races the competitor/sailor participated in. The written response will be shared with the Admirals of all three fleets, for joint determination on eligibility and thereby penalty."

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3.

A. **Regatta Conditions**

The Championship shall be decided by a regatta of four completed races and a maximum of 15 scheduled races. The host country shall determine the number of scheduled races to be sailed with the above limitations. There might be a tune-up race if the [national Knarr association host country](#) so decides. If six (6) races are completed, there will be one throw-out, if nine (9) races are completed, there will be two throw-outs and if thirteen (13) races are completed, there will be three throw-outs. The Championship shall last 6-8 days and include a lay-day.

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B. **Courses**

The courses shall, if the racing area permits, be of the "Knarr"-style. Port courses have preference.

C. **Committees**

The host country will provide the required committees to conduct the regatta.

D. **YachtBoats**

The host country will make available the necessary number of ~~yachtboats~~ complete with sails. All participating ~~yachtboats~~ and sails must comply with [Knarr International Class Rules: the host countries national Knarr rules and regulations](#).

E. **Draw of ~~yachtsboats~~**

The ~~yachtsboats~~ will be drawn by lot for each scheduled day of the regatta in an equitable manner. ~~The crew must race the boat drawn for the scheduled day. A race shall not be given up in such a way that the crew loses the possibility to race that boat. (The consequence is that if all races are not started, the latest scheduled race will not be arranged)~~
The order of the races may be reorganized to accommodate switching of boats in order to reduce the amount of changing during a day.

F. **Standing rigging and running rigging**

With the exception of the backstay, tuning of the standing rigging during the regatta will not be allowed.
The boats must be raced in the condition provided by the owner and the technical committee. Sheets, sheeting systems, cleats, barber hauls, battens etc. shall not be changed or modified by the competitors. Violation of this will be protested and reported and may result in disqualification from this race or the whole IKC series.

G. **Substitution of ~~yachtboats~~ or sails**

Substitution of ~~yachtboats~~ and sails may not be made except in an emergency.

H. **Racing rules**

Racing rules shall be the [current Racing Rules of Sailing \(RSS\)](#), as issued by the International Sailing Federation, and the Sailing Instructions, which shall include this Deed of Trust.

I. **Crew Limits**

The crew number shall be no less than three and no more than four, including the skipper.

The crew number and members must be the same in all races. No member of the crew shall be substituted unless a written permission is obtained from the Race Committee the day before the race, or in case of a acute illness, as soon as possible.

J. Breakdowns

New paragraph to RSS 62.1:

(e) Failure of supplied equipment

A yacht, disabled through an event as per RSS 62.1 (a) – (e) accident, or failure of supplied equipment, and through no fault of her crew, may request special consideration from the Race Committee redress according to RRS 60.1 (b). Such yacht must make every effort to finish the race, provided that further damage to the yacht will not be incurred.

To request special consideration redress, the yacht must display a yellow flag conspicuously in her rigging at the first reasonable opportunity after the breakdown, and shall keep it displayed until acknowledged by the Race Committee. This is a change of RRS 60 + 62. The boat must file a written protest request in accordance with RRS 62.20, after returning to harbor.

K. Scoring

The scoring system shall be of the Low Point system type, except as modified by the paragraphs on breakdown which follows; that RRS Appendix A10 is modified to read as follows:

In the event of breakdown and when special consideration is requested, as described above in item J, the Protest Committee may, at their sole discretion, at a hearing to take place at the conclusion of the race, take any one of the following actions. This is a change of RRS App A4.

1. Order the race to be re-sailed.
2. Award such yacht a point or points as if it had been unimpaired. Await the completion of the series, and calculate the number of points according to section A and B. Award the yacht the average number of points of A and B.

A. The number of points resulting from adding together the number of points obtained by the skipper of the disabled yacht, in the other races of the regatta, and dividing that number by the number of other races which that skipper completed during the entire series, and for which breakdown points were not awarded.

B. The number of points resulting from adding together the points obtained by the disabled yacht in the other races of the regatta, regardless of who sailed it, and which were completed by that yacht, and divide that number by the number of other races so completed by that yacht during the entire series, and for which breakdown points were not awarded. The points under this section shall be in accordance with the actual finish position of the yacht and shall not reflect any disqualification of the skipper sailing the yacht at that time.

If the protest committee decides to give redress by adjusting a boat's score for a race, it is advised to consider scoring her

a) points based on the position of the boat in the race at the time of the incident that justified redress; or

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b) points equal to the average, to the nearest tenth of a point (0.05 to be rounded upward), scored by the skipper

- i) in races in the same boat, or
- ii) in races before the race in question; or
- iii) in all the races in the series except the race in question.

L. **Protest committee**

The members of the protest committee shall be able and qualified people. The host country can provide a complete protest committee (minimum three members). The visiting countries may appoint substituting or additional members.

4.

A. **Trophy**

The winner of the regatta shall be presented the perpetual International Knarr Championship Trophy supplied by the host country.

B.

It shall be the responsibility of the winner to keep the trophy safe and insured for replacement value. He The winner shall also be responsible for delivering the trophy in the next host country in time for the next Championship regatta.

5.

A. **Miscellaneous Provisions.**

In the event the Knarr class expands to other countries, such countries shall have the right to compete for the Championship when eligibility for membership of the International Knarr Association has been achieved. Fitting other countries into the rotation is to be decided by the Executive committee of the IKA.

B.

If the country next in line to hold the Championship declines to sponsor the event, the responsibility for sponsoring it shall pass to the next country in line.

C.

Should the interest in the Knarr class wither, and no race be held for three consecutive years, the trophy shall become the property of the National Knarr Association authority of the country whose representatives have won it the most times. If a tie exists, the trophy shall belong to that country, whose representative won it most recently.

6. **Deed of Trust.**

Amendments or changes to this Deed of Trust may be effected only by two-thirds vote of National Knarr Authorities the members of the IKA, each authority member casting one vote. In the event Germany becomes eligible to host the IKC as provided in 1(a), changes to this Deed of Trust may be effected by a majority vote of the National Knarr Authorities members of the IKA, each casting one vote, beginning in the first year following an IKC hosted by Germany.

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Note!

At the ~~38~~⁴⁸~~th~~th International Knarr Championship, held in ~~Copenhagen~~^{San Francisco} in 2016~~406~~⁴⁰⁷, the ~~Admirals Annual General Meeting of the IKA~~^{Admirals Annual General Meeting of the IKA} agreed upon the above revised edition taking effect from IKC 20~~17~~¹⁷~~507~~⁵⁰⁷. Earlier revisions of the Deed of Trust are published in programs for the years 1975, 1986, 1987, 1991,

International Knarr Champions

Year	Place	Champion	Country
1969	San Francisco	The late Robert M. York,	USA
1970	Copenhagen	The late Niels Johannesen,	Denmark
1971	San Francisco	Knud Wibroe,	USA
1972	Bergen	Mads Meisner Jensen,	Denmark
1973	Copenhagen	Louis Schnakenburg,	Denmark
1974	San Francisco	Duane Himes,	USA
1975	Oslo	Lars Solberg,	Norway
1976	Copenhagen	Christian Rasmussen,	Denmark
1977	San Francisco	Lars Storm,	Denmark
1978	Bergen	Lars Storm,	Denmark
1979	Copenhagen	Christian Rasmussen,	Denmark
1980	San Francisco	Lawrence Drew,	USA
1981	Oslo	The late Alf Pehrsson,	Denmark
1982	Copenhagen	David Holm,	Denmark
1983	San Francisco	David Holm,	Denmark
1984	Bergen	David Holm,	Denmark
1985	Copenhagen	Jakob Holm,	Denmark
1986	San Francisco	Frank Berg,	Denmark
1987	Oslo	Frank Berg,	Denmark
1988	Copenhagen	Frank Berg,	Denmark
1989	San Francisco	Troels Bjerg,	Denmark
1990	Bergen	Troels Bjerg,	Denmark
1991	Copenhagen	Claus Hector,	Denmark
1992	San Francisco	Chris Perkins,	USA
1993	Oslo	Jens Pedersen,	Denmark
1994	Copenhagen	Christian Rasmussen,	Denmark
1995	San Francisco	Craig McCabe,	USA
1996	Bergen	Morten Haldal Haugerud,	Norway
1997	Copenhagen	Frank Berg,	Denmark
1998	San Francisco	Jens Christensen,	Denmark
1999	Oslo	Frank Berg,	Denmark
2000	Copenhagen	Kim Bruhn-Petersen,	Denmark
2001	San Francisco	Frank Berg,	Denmark
2002	Bergen	Jon Perkins,	USA
2003	Copenhagen	Kim Bruhn-Petersen,	Denmark
2004	San Francisco	Chris Perkins,	USA
2005	Oslo	Jon Perkins,	USA
2006	Copenhagen	Søren Pehrsson,	Denmark
2007	San Francisco	Chris Perkins,	USA
2008	Bergen	Lars Gottfredsen,	Denmark
2009	Copenhagen	Kim Bruhn-Petersen,	Denmark
2010	San Francisco	Jon Perkins,	USA
2011	Oslo	Jon Perkins,	USA
2012	Copenhagen	Lars Gottfredsen,	Denmark
2013	San Francisco	Søren Pehrsson,	Denmark
2014	Bergen	Lars Gottfredsen,	Denmark
2015	Copenhagen	Anders Myralf,	Denmark

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International Knarr Championship

Deed of Trust

2017

1.

The purpose of the International Knarr Championship (IKC) is to provide a competition between friends united by their love of the Knarr. While it is a competition, all participants should enter the championships pledging to be the best sportsmen possible in their relations with each other and in the handling of the boats.

The Championship shall be held every year, alternating between the USA, Denmark and Norway. The first Championship will be held in the United States, at San Francisco, California in 1969.

In the event the German Knarr fleet achieves eligibility for membership of the International Knarr Association (IKA), Germany shall be included into the rotation as a host country every fourth year, beginning in its first year of such eligibility following an IKC hosted by the USA. Following Germany's first hosted IKC, the ordering of host countries will continue in its previously established sequence.

2.

A. Eligibility

The host country shall decide the number of skippers with crew. The visiting countries shall each be granted a minimum of five berths for their skippers with crew. The host country may enter up to twice the number of skippers with crew as each of the visiting countries.

In the IKC competition at least one member of each qualifying team has to be at least a 1/3rd owner in the boat that the team sailed to qualify with. In the event of a bona fide charterer skippering in their entire IKC qualification series the ownership restriction may be waived by the Admiralty of the qualifying skippers country. If a co-skipper arrangement is in place for the qualification series, one skipper must be selected prior to the IKC and shall act as skipper for the duration of the IKC in question.

The champion of the previous year shall also be invited to participate provided that he is a Knarr owner of at least 1/3rd of a sailing Knarr at the time of the regatta. The ownership requirement may be waived by the Admiralty of the champion's country. If the previous year's champion does not sail in the regatta, the country of the defending champion shall be granted an additional berth in the regatta.

Skippers must be members of a National Knarr Association.

Beginning with the IKC in 2008, and every subsequent year until it achieves host country eligibility status as provided in Rule 1, Germany will be entitled to one entry in the Norwegian, USA and Danish hosted IKC's, provided each of the following requirements has first been satisfied: (i) Germany establishes and maintains a one design Knarr class and association, accepting the Knarr International Class rules; (ii) Germany's established Knarr class association has an IKC qualifying series of at least 4 races with at least 5 boats competing for the entry in the upcoming IKC; and (iii) Germany's established Knarr class association accepts and adopts the IKC Deed of Trust in its entirety. Should one German team enter, the total number of IKC-contestants will increase with one berth.

B. Notice

The visiting countries shall advise the host country of the names of the skippers that they will send before 1st April in the regatta year. If a visiting country advises the host country that they will not be filling their quota, then the host shall promptly offer any vacancies to the other visiting country. If there are several other visiting countries, the country to receive the offer is to

be decided by draw. If there are still unfilled berths after making the offer to the visiting countries, then the said berths may be filled by skippers who raced in their own country's elimination series. If a vacancy is not filled by a qualified visiting skipper, then it shall be filled by the highest qualifying skipper from the host country.

C. Selections

Each country's National Knarr Association will decide the system to be used in selecting their participants.

D. Professional competitors

No professional sailor, as defined below, shall be permitted to sail in an IKC as skipper or crew, unless that person has sailed in 75% of the IKC qualifying races for that year.

If the defending champion has not sailed the qualification races of the defending year, the crew he brings along shall meet the requirements of the rule.

A professional sailor is defined as a Group 3 competitor according to the World Sailing Sailor Classification Code being in force at the time of the IKC.

E. Responsibility of Skippers entering the IKC

If the team includes a professional sailor as either skipper and/or crew, as defined under Rule 2D, the Admiral of the host country request that the Skipper in writing provide the dates of qualifying races these sailors crewed and/or skippered. This written response will be shared with the Admirals being the executive committee of the IKA for joint determination on eligibility.

The joint Admirals may at any time before and during the IKC, without any explanation, ask any skippers for a written detailed explanation of competitor qualification under Rule 2D, and a list of the qualifying races the sailor participated in. The written response will be shared with the Admirals for determination on eligibility and thereby penalty.

3.

A. Regatta Conditions

The Championship shall be decided by a regatta of four (4) completed races and a maximum of fifteen (15) scheduled races. The host country shall determine the number of scheduled races to be sailed with the above limitations. There might be a tune-up race if the host country so decides. If six (6) races are completed, there will be one (1) throw-out, if nine (9) races are completed, there will be two (2) throw-outs and if thirteen (13) races are completed, there will be three (3) throw-outs. The Championship shall last 6-8 days and include a lay-day.

B. Courses

The courses shall, if the racing area permits, be of the "Knarr"-style.

Port courses have preference.

C. Committees

The host country will provide the required committees to conduct the regatta.

D. Boats

The host country will make available the necessary number of boats complete with sails. All participating boats and sails must comply with Knarr International Class Rules.

E. Draw of boats

The boats will be drawn by lot for each scheduled day of the regatta in an equitable manner. The crew must race the boat drawn for the scheduled day.

F. Standing rigging and running rigging

With the exception of the backstay, tuning of the standing rigging during the regatta will not be allowed.

The boats must be raced in the condition provided by the owner and the technical committee. Sheets, sheeting systems, cleats, barber hauls, battens etc. shall not be changed or modified by the competitors. Violation of this will be protested and reported and may result in disqualification from this race or the whole IKC series.

G. Substitution of boats or sails

Substitution of boats and sails may not be made except in an emergency.

H. Racing rules

Racing rules shall be the current Racing Rules of Sailing (RSS) as issued by World Sailing and the Sailing Instructions, which shall include this Deed of Trust.

I. Crew Limits

The crew number shall be no less than three and no more than four, including the skipper.

The crew number and members must be the same in all races. No member of the crew shall be substituted unless a written permission is obtained from the Race Committee the day before the race, or in case of acute illness, as soon as possible. A skipper must be replaced with a crewmember.

J. Breakdowns

New paragraph to RSS 62.1:

(e) Failure of supplied equipment

A boat, disabled through an event as per RSS 62.1 (a) – (e) and through no fault of her crew, may request redress according to RRS 60.1 (b). Such boat must make every effort to finish the race, provided that further damage to the boat will not be incurred.

To request redress, the boat must display a yellow flag conspicuously in her rigging at the first reasonable opportunity after the breakdown, and shall keep it displayed until acknowledged by the Race Committee. This is a change of RRS 60 + 62. The boat must file a written request in accordance with RRS 62.2.

K. Scoring

The scoring system shall be of the Low Point system type, except that RRS Appendix A10 is modified to read as follows:

If the protest committee decides to give redress by adjusting a boat's score for a race, it is advised to consider scoring her

- a) points based on the position of the boat in the race at the time of the incident that justified redress; or
- b) points equal to the average, to the nearest tenth of a point (0.05 to be rounded upward), scored by the skipper
 - i) in races in the same boat; or
 - ii) in races before the race in question; or
 - iii) in all the races in the series except the race in question.

L. Protest committee

The members of the protest committee shall be able and qualified people.

The host country can provide a complete protest committee (minimum three members),

The visiting countries may appoint substituting or additional members.

4.

A. Trophy

The winner of the regatta shall be presented the perpetual International Knarr Championship Trophy.

- B.** It shall be the responsibility of the winner to keep the trophy safe and insured for replacement value. The winner shall also be responsible for delivering the trophy in the next host country in time for the next Championship regatta.

5.

A. Miscellaneous Provisions.

In the event the Knarr class expands to other countries, such countries shall have the right to compete for the Championship when eligibility for membership of the International Knarr Association has been achieved. Fitting other countries into the rotation is to be decided by the Executive committee of the IKA.

- B.** If the country next in line to hold the Championship declines to sponsor the event, the responsibility for sponsoring it shall pass to the next country in line.

- C.** Should the interest in the Knarr class wither, and no Championship be held for three consecutive years, the trophy shall become the property of the National Knarr Association of the country whose representatives have won it the most times. If a tie exists, the trophy shall belong to that country, whose representative won it most recently.

6. Deed of Trust.

Amendments or changes to this Deed of Trust may be effected only by two-thirds vote of the members of the IKA, each member casting one vote. In the event Germany becomes eligible to host the IKC as provided in Rule 1, changes to this Deed of Trust may be effected by a majority vote of the members of the IKA, each casting one vote, beginning in the first year following an IKC hosted by Germany.

Appendix

Earlier revisions of the Deed of Trust are published in IKC-programs for the years 1975, 1986, 1987, 1991, 1993, 1995, 1997, 1998, 1999, 2000, 2001, 2002, 2006, 2007, 2011 and 2014.

At the 48th International Knarr Championship, held in San Francisco in 2016, the Annual General Meeting of the IKA agreed upon the above revised edition taking effect from IKC 2017.

Revisions were made in several places, primarily adjusting the text to the establishment in 2012 of the International Knarr Association (IKA), the scoring of breakdown points and a general brush up.

International Knarr Champions

<i>Year</i>	<i>Place</i>	<i>Champion</i>	<i>Country</i>
1969	San Francisco	Robert M. York,	USA
1970	Copenhagen	Niels Johannsen,	Denmark
1971	San Francisco	Knud Wibroe,	USA
1972	Bergen	Mads Meisner Jensen,	Denmark
1973	Copenhagen	Louis Schnakenburg,	Denmark
1974	San Francisco	Duane Hines,	USA
1975	Oslo	Lars Solberg,	Norway
1976	Copenhagen	Christian Rasmussen,	Denmark
1977	San Francisco	Lars Storm,	Denmark
1978	Bergen	Lars Storm,	Denmark
1979	Copenhagen	Christian Rasmussen,	Denmark
1980	San Francisco	Lawrence Drew,	USA
1981	Oslo	Alf Pehrsson,	Denmark
1982	Copenhagen	David Holm,	Denmark
1983	San Francisco	David Holm,	Denmark
1984	Bergen	David Holm,	Denmark
1985	Copenhagen	Jakob Holm,	Denmark
1986	San Francisco	Frank Berg,	Denmark
1987	Oslo	Frank Berg,	Denmark
1988	Copenhagen	Frank Berg,	Denmark
1989	San Francisco	Troels Bjerg,	Denmark
1990	Bergen	Troels Bjerg,	Denmark
1991	Copenhagen	Claus Hector,	Denmark
1992	San Francisco	Chris Perkins,	USA

1993	Oslo	Jens Pedersen,	Denmark
1994	Copenhagen	Christian Rasmussen,	Denmark
1995	San Francisco	Craig McCabe,	USA
1996	Bergen	Morten Heldal Haugerud,	Norway
1997	Copenhagen	Frank Berg,	Denmark
1998	San Francisco	Jens Christensen,	Denmark
1999	Oslo	Frank Berg,	Denmark
2000	Copenhagen	Kim Bruhn-Petersen,	Denmark
2001	San Francisco	Frank Berg,	Denmark
2002	Bergen	Jon Perkins,	USA
2003	Copenhagen	Kim Bruhn-Petersen,	Denmark
2004	San Francisco	Chris Perkins,	USA
2005	Oslo	Jon Perkins,	USA
2006	Copenhagen	Søren Pehrsson,	Denmark
2007	San Francisco	Chris Perkins,	USA
2008	Bergen	Lars Gottfredsen,	Denmark
2009	Copenhagen	Kim Bruhn-Petersen,	Denmark
2010	San Francisco	Jon Perkins,	USA
2011	Oslo	Jon Perkins,	USA
2012	Copenhagen	Lars Gottfredsen	Denmark
2013	San Francisco	Søren Pehrsson,	Denmark
2014	Bergen	Lars Gottfredsen,	Denmark
2015	Copenhagen	Anders Myralf,	Denmark
2016	San Francisco	Chris Perkins,	USA

Approved Class Rules:

Titled

KNARR

INTERNATIONAL CLASS RULES 2017