

MEETING MINUTES

International Knarr Association (IKA)

Annual General Meeting

2019, September 12

San Francisco Yacht Club, Belvedere California USA

Present

IKA Country Representatives:

Graham Green – USA Vice Admiral ggreen@jsfin.com for Bryan Kemnitzer bryan@kbklegal.com

Peter Bøttcher – DEN Chairman pb@consultinghouse.dk

Dag Ivar Ytreberg – NOR (dagivar@ytreberg.com or dag.ivar.ytreberg@aas-jakobsen.no)

IKA Technical Committee:

Ulf Røgeberg (DEN) – Chairman, Technical Committee ulfrogeberg@rogebergdesign.dk

Jes Thomsen- DEN jesthomsen100@gmail.com

Morten Heldal Haugerud – NOR morten.heldal.haugerud@gmail.com

Lars Jårvik – NOR lars.jarvik@multiconsult.no

David Wiard – USA davidwiard@yahoo.com

Mike Ratiani – USA mike@ratiani.com

AGENDA *(to be appended)*

Additions to Agenda

- New boat yard
- Keep boat one design
- Class rules regarding national authority
- 3 year term for IKA technical committee chairman; time to appoint a new IKA TECH Committee chairman

Action Items & Reports

2018 AGM Minutes for Approval: Approved unanimously.

Country / Fleet Reports

Denmark

Peter reports that there are 100 Knarrs total. 35 - 40 actively racing in some manner. 25-20 core participants most of the time. Season consists of weekly evening racing, with 5 qualification regattas. Efforts to be inclusive to build new members. The Ladies project is to attract new sailors. To encourage interest in the class, the fleet has bought one boat that is race ready so people can borrow it to try it out. The idea is to get people into the fleet. The Knarr is the largest fleet that regularly sails on Øresund. No new boats built, yet it is very competitive.

Biggest focus is to attract new sailors to keep the fleet strong. Opinion is the average age is growing annually. Board is now 7 people. Events can get 32 boats on starting line total. Skovshoved Havn has 35 on the dock, but only about 20 of those actively race.

NORWAY

Morten: Ca 100 Knarrs in Norway. Most Knarrs in east Norway are in Oslo at Dronningen Harbour (KNS). The Knarr is now the biggest one-design class at KNS. There are 20 alongside on the dock. 2/3 of that race regularly. The rest do cruise or sometimes race. Race regular on Tuesday and some weekends. Some Tuesdays they invite others to Knarr racing to expose new sailors to the class to promote participation. This has worked and some new sailors are coming into the fleet. People at the dock, most under 60, are looking at Knarrs and efforts need to be made to get them on a boat. Sailing is all about camaraderie and good exercise keeping your head clear. Sailing you can do all your life! The Knarr is nice to sail. The King's series in August had the Knarr as the biggest class, with 13-18 boats. In the Norwegian Championship, more than 20 boats have to be on the line. New classes of boats like the J-70 comes along, but they doesn't match the long life of the Knarr. One wooden Knarr restored last year, three others are under full restoration. How to keep your Knarr is a prime concern and the club continuous helps and advise.

Bergen fleet is not big, but 20 people trying to qualify. Stable numbers of boats on the line. Fleet holding in numbers with consistent owners; none really going out of the fleet, and none going in. Everyone is a year older so focus need to encourage younger sailors to take interest in the fleet.

Planning is underway for next year's KC. Johan G. Hvide is next year's IKC chairman with a good committee in place. Things are shaping up nicely. They have 16 boats with ALU masts, 5 wood masts, for a fleet of 21 total. Best efforts are being made trying to make best boats for all. Plans are to have new jibs on all boats. Many will buy new mains to make things as close to level as possible. Date of the event appears firm, IKC will be the FIRST WEEK OF AUGUST 3-10 2020. Bergen will be nice weather, no wind, no rain and lots of parties.

Additional Comments by Lars Jarvik:

The Knarr is a stable class. They need to get new people in, SNIPE sailors are a prime target for them. Under age 20 are not really interested. Most feel it's a big project to run a wooden Knarr (maintenance, not the sailing).

Graham Green

US in good shape. Recently 4 older boats have changed hands to new owners and being brought up into shape. The Knarr is one of the two top one design classes on the bay and note for its competitive sailors and fun class social culture. Overall the US is in good shape, but it would be good to get some of the boats not racing into new hands. The fleet is about 50% wood boats but most all are in great condition and equally competitive with GRP. The whole fleet is aluminum masts. Most all the fleet is on the San Francisco City Front marina and the summer Wednesday night series is held there. Efforts have been made to get new skippers at the helm to encourage interest in the fleet. It's a great opportunity to promote class interest.

IKC Deed of Trust

Topic was raised to see if anyone saw the need for revision, but none were suggested.

Electronics

No issues perceived with the current rule. All fleets seem to rely on voluntary compliance.

Multi-year IKC Sponsors

A discussion prior was started about the idea of One set of sails for ALL IKCs to be shipped around. This idea is tabled for now.

Websites

Are working as we expected. IKA site (www.knarronedesign.com) is the centralized location of class rules, Deed of Trust, Drawing, IKA governing documents and found by link to the individual country websites. This avoids duplication and possible different version of documents. Good for the class, sailmakers and boatyards, etc. An idea was suggested to have a Q&A section on this site.

MAST FAILURES

David Wiard shared some photos of mast failure points on more recent generation of masts. Prime cause is corrosion caused by SST fasteners holding the internal stiffener in at the partners. It was noted that the US has allowed an external doubler (collar) at the partners to strengthen this area to arrest the problem. This seems to be working. Question was raised that perhaps the reinforcement method be allowed, but constrained by some manner in the rules. Could be a US Prescription for now. The focus should be to serve the intended purpose and not allow variation that might lead to experimenting for performance gains. A rule with a reference drawing to keep all boats the should be initiated.

DO WE HAVE A NEW BUILDER?

ULF: We need a good boat yard to build a Knarr. Not many yards do chop strand and rolled glass. He has one in mind. One issue is the current Conditions of mold.....Ulf and Morten intend a visit by the end of the year to see molds. They are there, but might need work. We probably need 3 orders to motivate a new builder to recondition the molds.

RUDDERS

David & Mike: The US fleet had one member seeking a new rudder, but after countless attempts by the boat owner to contact the German builder failed to produce a response, a solution needed to be pursued. I was then identified in the rules that a NCA could approve a builder and did so. Compliance to the class rules was a condition of the license and was supervised by the local fleet measurer. Information on the builder can be found here:

<https://www.knarr.us/rules> . The license is appended to these minutes.

ULF asked for details on rudders. Rules may need updating to describe how to keep rudder from coming up. Bearings are also an issue. David Wiard advised that on USA 130, a standard cutlass bearing was available that properly fit the rudder shaft and tube, and works well.

North 3di Sails

Mike advised the experimental set of sails made available for viewing at the IKCs were tested on Wednesday nights and used by a different boat throughout the series. At the time they were not available for sale, nor prices known. Fleet measurer Steve Taft followed the introduction and carefully compared to the class rules to determine if they would even be considered legal. The key concern was the definition of "woven" polyester. This definition is found in the Equipment Rules of Sailing (ERS), and a reference document in our class rules. The fabric appears to meet the definition. As of the IKCs, North is now offering these for sale at prices consistent with the existing seamed sails.

PETER B is concerned about different weights. Question is it woven? Answer is according to international definitions, YES its legal based on the ERS definition of "woven", weight issue needs to be answered.

The only issue is we can disallow them, or should we? PETER B says if we are trying to attract, people into the fleet we need to consider effects. Overall it would be good progress if a product was available at the same price but lasted much longer. We should allow this as it increases longevity of the life of sails, therefore decreasing overall costs.

[A post-meeting review included Henrik Soderlund and noted that although the fabric meets the "woven" definition, our class rules require the sails to be constructed with the same cloth throughout. In the experimental set, Henrik pointed out, after a field trip to the 3D loft, that the weight of the cloth was not uniform and fiber concentration was denser in the load areas. To our knowledge, after communication with the company, production versions will be made with consistent density throughout to satisfy the rule. Out of the meeting discussion questioned that we may have to consider if a non-commercially available similar product from other

manufacturers was in the interest of the fleet. This will need to be reviewed by the technical committee and discussed with the fleet leadership.]

Other Rules Initiating Discussion

Cabin top sheeting is not in rules. Currently sheeting of the jib is free. (Original: Meaning the position of the jib sheet block is free) Denmark says winch are on cabin top is legal. Morten says rule 15.3.2 ("The Blue book") says *"The jib shall be hauled with the help of winches placed outside the cockpit coaming and crank handles under the deck"* This was unfortunate and unintended left out of the ISAF rules. JES says the earlier rules said the sheets MAY be led. And the newer blue book said. ... SHALL be.

However, it was agreed that the Knarr shall have, and be build with, jib winches positioned on the deck outside the cockpit coaming with handle under deck.

Morten: The use of halyard winches for jib sheeting is only actual if the sheeting of the jib is to sheeting blocks on the cabin top. This is not actual in San Francisco (David). In Norway only a few GRP Knarrs have halyard winches on the cabin top and only a few others have sheeting to a block on the cabin top. It is regarded an unfair advantage that the jib trimmer can sit to windward adjusting the jib instead going down to leeward. The Knarr is a one-design-class and the ways of handling the boats shall be as equal as possible. It is not good policy to "force" people to invest in halyard winches and cabin top sheeting. Additionally the wooden cabin top is not designed to stand the load of the jib sheeting. Norway strictly practice the 15.3.2 rule when old winches are replaced and prefer to keep the old rule that was forgotten in the ISAF rules by a mistake.

The issue will be discussed further in the technical committees.

NO Change required at this point.

Rule change regarding sheeting of main to barney post

This discussion was centered around the Danish issue of a members boat with an unusual barney post feature and a sheeting arrangement that utilized the outboard winches for the trim of the mainsheet. It has been discussed in technical committee meetings, that this does not meet the requirement of the rules. It was also suggested we add tolerances to the barney post drawing.

Proposal to rewrite the barney post top surface to define what is allowed. Formalize what we are used to, and specifically disallow the new top. Jes's proposal is good. What isn't allowed by stating in the rules is forbidden. (Closed rules). Technical committee approved new wording for these

Class rules regarding national authority approval of RULE Changes not the rules themselves.
Proposal all interpretation of rules and interpretation ad changes shall be made by IKA directly.
A.7 1 and 8 and A8.1 be deleted. Accepted.

Norway says we may take the language out of the rules that the “ Knarr is international class.”.
Since we are not officially an International class, defined by ISAF. But as a national class we
should and shall inform the National Yachting authority about rule changes .

Jes’s proposals about rule clarifications as adopted by the Technical Committee (appended)
were motioned by Peter, seconded, and passed.

OTHER BUSINESS

Peter advises it is difficult for each county’s representative to vote on changed proposed by the
technical committee if there is limited time to review prior to the meeting. He proposes we
stick to the agreement that any Rules changes are to be circulated 2 months prior to annual
Admirals meeting. Further, issues being discussed among the technical committee should keep
their fleet leaders informed. All agree.

IKA Technical Committee Chairman

Ulf advised he is termed out and it is time to elect a new committee chairman. He nominated
David Wiard to succeed him. David said he would accept the nomination. David’s appointment
was unanimously approved.

Continued Refinement of the Rules

David recommends we look to make annual improvements to the rule document. Even if there
is not a change to a rule, the document could benefit with clarity on wording. He noted that a
newer member of the class expressed that a new owner should be able to come into the fleet
and easily be able to interpret the rules. It is noted this is a practice of other strong one design
fleets.

Continue to Build the Class

Peter: as a whole, we are in need of working closely together to keep the class strong. We
need to consider how to build membership in the Knarr class. We need to do more. We can’t
just come to the meetings for general discussion. We need to collaborate on ways to keep the
class popular. David: It should be noted that in world sailing venues, the Classics are popular
right now and we need to leverage that. Peter: We are moving in good directly but need to
keep it strong. Don’t know how, but we SHOULD!

Keep IKC participating to 2 +1+1 country.

Meeting Adjourned.

San Francisco Bay Knarr Association

COMPONENT BUILDER'S LICENSE

In accordance with E.4.3. and E.4.5 of the KNARR International Class Rules in effect as of 2017, the San Francisco Bay Knarr Association (SFBKA), as the National Class Association (NCA) of the USA, hereby grants a Builder's License to:

BUILDER:

Phils Foils/ Competition Composites inc.
251, 5th Ave.,
Arnprior, Ontario, Canada
K7S_3M3
Phone: +1 (613) 599 6951

LICENSE APPLICABLE TO:

Knarr GRP Rudder

The builder shall comply with International Class Rules, including drawings, at the time of construction.

This License is valid until revoked.

License Issue Date: November 1, 2017

Issued by: San Francisco Bay Knarr Association

By: David Wiard
Admiral

x *David Wiard*



**Changes to
Knarr – International Class Rules
to take effect from 2020
Updates:**

Front page:

This version is updated to reflect the ERS 2017-2020

IKA T.C. note:

These are the current ERS.

Deletions:

Part I – ADMINISTRATION

Section A — General

A.7 CLASS RULES AMENDMENTS

A.7.1 Amendments to these class rules are subject to the approval of the MNA.

A.8 CLASS RULES INTERPRETATION

A.8.1 Interpretation of class rules shall be made by the MNA.

IKA T.C. note:

There is no provision in the rules that they should be approved by the MNA, and there is thus no reason why the MNA should approve amendments to the rules.

In the light of the above there is no reason to involve the MNA in the interpretation of the class rules, which in extreme situations may lead to different interpretations of the same issue by the MNAs in the various countries.

The effect of deleting the two paragraphs will be that there is no longer any doubt that the rules are solely governed by the IKA, which also does the interpretation.

Additions:

New section:

C.8 HULL APPENDAGES

8.6 BARNEY (Traveler) POST

a) USE: A barney post may be fitted.

MANDATORY:

1. The post shall be fitted in accordance with Drawing "F" and "W".
2. Material of post and attachment as per (b) (2) below shall be wood.

US national prescription: Material shall be wood or aluminum.

3. The height at the top surface, incl. attachment as per (b) (2) below, shall be per Drawing "W".

b) OPTIONAL:

- 1) A traveler or other device(s) not to exceed 200mm of adjustment of the main sheeting.
- 2) An attachment with a flat surface perpendicular to the post for hardware not exceeding an area of 370 sq.cm with a maximum athwartship dimension of 36 cm and a max for-and-aft dimension of 23 cm.
- 3) Cleats for setting the mainsheet, traveler and backstay adjustment.
- 4) A winch and cleat for mainsheet adjustment per drawing "F".
- 5) A swivel-base with cleat to adjust the mainsheet.
- 6) All optional fittings to be directly mounted to the post.
- 7) US national prescription: Foot pegs no larger than 70mm x 70mm.

IKA T.C. note:

Prompted by an arrangement on the barney post where a rather large bowl had been installed, the IKA T.C. found a need for defining what should be allowed on the post. The new rule will also legalize many if not all other arrangements already in existence on the post.

Re-writing of existing sections:

C.9.8 RUNNING RIGGING

(a) USE

(1) The mainsail shall be sheeted from a barney (traveler) post allowing max. 200 mm sideways travel of the sheet fastening point. The height of the post shall be minimum 210 mm below the sheer line. The position of the post as shown in plan F. The design and the purchase of the sheeting system is optional and systems with more than one ratio are permitted. However, all parts of the sheet shall be inside the cockpit and shall run directly between the boom and post. The tailing end(s) may be led to cleat or jammer. Position of cleat or jammer is free. Use of winch on the post is permitted. The point of fastening on the boom shall be above the post. If more than one sheeting block is used, the distance between the centers of the blocks situated furthest from each other shall not exceed 250 mm.

IKA T.C. note:

Prompted by a main-sheeting arrangement seen the IKA T.C. found a need for clarification of what should be allowed. Also, for clarification reasons the original and ancient option of having the sheeting from the end of the boom is removed.

(6) The sails shall be hoisted by halyards by a single line running directly from the head, over a mast sheave to a highfield lever or purchase – on the aluminum mast below the exit holes – and thereafter may be led to the cockpit.

IKA T.C. note:

Having seen a double halyard, i.e. with a block at the top, the IKA T.C. found a need to clarify in the rules that this is not allowed.

C.10.4 JIB

(a) USE

(3) The tack of the jib shall be secured to a fixed fitting at the base of the headstay.

IKA T.C. note:

In several countries it has been seen that the cunningham on the jib has been loosened downwind in order to lift the jib. The IKA T.C. found a need to clarify in the rules that this is not allowed.

C.9.7 STANDING RIGGING

(b) USE

(3) The permanent backstay does not require any rigging screw and may be adjusted. The permanent backstay shall be led under deck.

IKA T.C. note:

Having seen adjustment lines for the backstay being led over deck, the IKA T.C. found a need to clarify in the rules that this is not allowed.

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Proposed by

The Technical Committee of the International Knarr Association

Adopted by the

Executive Committee of the International Knarr Association

at the Annual General Meeting in San Francisco

9th September 2019

Effective per 1st April 2020



Draft 2019 Agenda

- I. Roll Call
- II. IKA Charman's Welcome & Introductions
- III. Approval of the 2018 General Meeting Minutes
- IV. Admirals' Reports/Fleets Status and Issues
- V. Review of Action Items from 2018 General Meeting
 - a. World Sailing status by Country
 - b. DOT changes – redress
 - c. Electronics
 - d. Multi-Year Sponsors
 - e. Additional: www.knarrondesign.com
- VI. Rules and Deed of Trust change requests
- VII. Open Discussion
 - a. San Francisco Bay Knarr Association New Rules Regarding Conditions of Sailing
 - b. Alternative Skippers prior to IKC and during IKC
 - c. Sale of Knarr books
 - d. Mast Failures
- VIII. Adjournment

End