

International Knarr Association (IKA) Meeting

Thursday 7.August 2014 18:00 – 19:30 Bergen Yacht Club (Bergen Seilforening)

MINUTES

Conclusions and actions written in "italic".

Participants:

USA	Jonathan Perkins Mike Ratiani	jonathancperkins@gmail.com mike@ratiani.com
Danmark	Peter Büttcher Ulf Røgeberg Jes Thomsen	pb@consultinghouse.dk ulf@rogebergdesign.dk jesthomsen100@gmail.com
Norway West	Carl-Fredrik Joys Lars Jårvik Johan G. Hvide (observer)	cfj@cupppcomputing.com lars.jarvik@multiconsult.no johan.hvide@seatrans.no
Norway East	Morten Heldal Haugerud Nils Petter Haugfos	morten.heldal.haugerud@gmail.com jhaugfo@online.no
Germany	The German Knarr sailors were not able to attend this year.	

Agenda:

1. Welcome by IKA chairperson
2. Election of chairperson and a person to sign the minutes together with the chairperson
3. Approval of summons and agenda
4. Approval of minutes from IKA general meeting September 3rd 2013
5. Reports from the admiralties
6. Suggestion from the Norwegian Knarr association regarding aluminum spars (ref. mail from Morten Heldal Haugerud June 26th 2014)
7. Other suggestions

1. Opening of the IKA meeting

Welcome and opening by IKA chairperson Carl-Fredrik Joys.

2. Election of chairperson and a person to sign the minutes together with the chairperson

The IKA Chairperson leads the meeting.

The minutes are taken by Morten Heldal Haugerud who circulates the minutes for comments.

According to the articles of IKA each country can have up to 4 participants at the IKA General meeting. It was agreed that the third participant from Bergen join the meeting as an observer.

3. Approval of summons and agenda

The agenda was approved with the following issues added:

- *Changes to the IKC Deed of Trust*
- *Election of IKA Technical committee chairperson*

4. Approval of minutes from IKA general meeting September 3rd 2013

The minutes had earlier been distributed by Mike R. and was approved.

Last year's modification of Deed of Trust 2A regarding "bona fide charterer" was reviewed and agreed to be added (Red text in last year's minutes)

5. Reports from the admiralties

5.1 Denmark

The activity is good, but not many new young Knarrsailors are coming in. Proposal and suggestions for how to attract new sailors are being discussed. Skovshoved harbor will be enlarged and will give space for 10-12 extra Knarrs. (http://kdy.dk/skov_havn.php4) There are currently 35 Knarrs in the harbor + Jes coming in. There are 53 alumasts in DK of a total number of about 110 Knarrs registered in the Danish Knarr Club.

Afternoon races with 2-3 quick races followed by social "after sail" are popular.

These more informal races attracts new sailors and lower the entry level.

Quit a few boats are for sale on the website. Ib Ussing Andersen is new in the KDY boards of directors, working most likely in Skovshoved, which hopefully will increase the interest also for Knarr racing.

Approximately 15 Knarrs are racing in the afternoon races.

DK Knarr Club has approved the new ISAF Knarr rules . The rules are very detailed and many paragraphs is not of regular/daily interest for the Knarr owners. It has been made a small summery of the rules to make the most important rules easier available for the Knarr owners. The short version "Ejer – rorsmands forpligtelser ved Kapsejlads" ("Knarr owner-skippers responsibilities during racing") is based on the Norwegian measurement form for Knarr one-design certification extended with drawings and informative text.

5.2 USA

The fleet seems to have some hangover from the America Cup last year. However, younger groups of sailors are coming in. Not any new boats yet, but old boats are being restored.

John Jenkins' OUS 143 Narcissus is sold to a new owner and OUS 103 Sofia is for sale.

John Jenkins has plans for buying a new Knarr for use in Europe in the first place, before taking it to SF. He has lots of contact with boat- and Knarr-builder Chr. Schneidereit (CS-yacht GmbH).

The fleet has 42 Knarrs, 30 with new aluminum spars and new rig. The earlier problems regarding that the aluminum mast broke, has been solved. The mast tube are the same as in Europe. The boom has a higher cross-section and some small changes are made to the fittings. The rig has the same main measurements. The spars are grey anodized.

SF Bay Knarr Association has made a new website easier to use. <http://www.knarr.us/#!>

IKC 2016 planning: The Commodores of StFYC and SFYC will be contacted. The plan is to have the IKC in the beginning of October. At that time, it still is nice warm summer and it does not interfere with the different Knarr fleets race schedules. The tradition is to rotate between those two yacht clubs, as Corinthian YC do not arrange IKC races any more.

15 boats are racing on regular basis.

Actual question: How can the interest be increased?

One idea to increase the interest: Invite the kids onboard 7-16 years.

Grant Settlemier is known as a great Knarr ambassador. He always used this tactic.. He simply approached people with a friendly invitation: "Come sailing with me in the Knarr!" – "Good! See you on Tuesday!". Many of today's Knarr sailors has crewed with Grant.

Mike Petersons gave an interesting approach to the problem at the Admirals meeting in Oslo 2011 pinpointing the importance of the social side illustrated by the "Three B's: Bear; Backyard, Barbecue. We are selling good friendship! That is something you cannot buy in the shop."

5.3 Norway Oslo

The Knarr attracts some new sailors. This is both young people and earlier owners of big boats as they like the Knarr with a minimum of crew and less expensive equipment. However, in general it takes some time to find the right new owner for a Knarr. The Knarr is nice-looking and the problem is that the Knarr easily may be sold to be "garnish" at a summerhouse along the coast and probably after a while not been properly maintained.

Some Knarrs are under restauration having new floorboards, bottom planking, deck, cabin, cockpit etc. It is most common that the owner himself does the restauration. However, Norsk Knarrklubb (NKK) has good connections to wooden boat experts giving help and advices. Additionally the Knarr class itself has a lot of experience willingly shared.

All new Knarr owners get a comprehensive welcome package containing NKK information. The welcome package includes the Knarr Handbook, Rules, by laws and regulations, activities, tips of how to trim and sail the Knarr, membership roster and several historical articles etc.

Currently ca. 20 Knarrs are located at KNS harbor Dronningen, most of them at the same dock. KNS says that the Knarr currently is the most active one design class in the club. In particular on the Wednesday afternoon races. There are about 100 Knarrs in Norway.

There are about 40 Knarrs in the Oslofjord area, including 8 GRP and one alumast. Most of the Knarrs have a good wooden mast and do not see the need to change. Many young sailors cannot afford the cost and some feel that the wooden mast is the mast for the wooden Knarr. The aluminum mast with weight compensation has been tested for two years in Oslo and one year in Bergen and has proven to be a success. No differences in sailing performance has been found. Last year ON130 won the Norwegian Championship in Oslo with alumast, this year ON130 won again now with its old wooden mast competing against the aluminum mast. The aluminum spars with compensation weights inside mast and boom was finally agreed and approved at the NKK general annual meeting 2013.

The fleet hope additionally to attract more experienced regatta sailors. The other active local one-design classes are relatively small. However, the "Albin Express" class has been increasingly popular. The class main base is Oslo Yacht Club. King Harald bought a used Express last year to get more practice in large one-design fleets, making this class still more popular.

5.4 Norway Bergen

The Bergen fleet got two more GRP Knarrs this year. ON148 come back from Stavanger bought by sailmaker Iversen and ON128 bought from Oslo (sorry Oslo). Additionally the wooden Knarr ON95 is restored and has got an aluminum mast with new rig.

Nine aluminum masts with compensation weights have been installed this year. Several races has shown that there is no difference in speed and racing performance compared with the wooden mast. This has created new interest for the class. As a total the standard of the Bergen fleet racing has increased.

Have around 20 – 25 Knarrs that are OK. As a total there are 35 Knarrs in the harbor.

10-15 Knarrs are racing on regular basis and additionally about 5 more occasionally.

Some Knarrs are for sale – but the buyers are often more interested in -larger cruisers.

There is not many active one-design keelboat classes in Bergen so the hardest competitor is the big boats and sailors more interested in cruising not fleet racing on a circular racecourse.

Some go for a cheap Knarr, but are not interested in maintenance to get the boat looking nice. In addition, boats with new mast and rig may have old original equipment not working properly and should be renewed (as f.ex. old clam cleats, blocks etc)

To updated and restore Knarrs the challenge is to find people having interest, time and money to restore and keep the boat in a good shape and racing standard.

5.5 Common Issue: Proposals and ideas of how to increase the interest for the Knarr

This is a common issue and it was agreed that:

All participants propose an idea to the question: How to increase the interest for Knarr sailing and racing?.

The ideas will be included in the final minutes from the meeting.

No additional proposals arrived. However, below are some ideas based on the discussion and experience:

- Invite onboard the Knarr for cruising or racing Use "Grants Method" as described by US.
The most important is to get them interested - - known to each other you can be later - - .
- On "Wednesday nights" races, "training races":
 - Change crews. Experienced crews and skippers join new and unexperienced Knarr owners and crews.
 - Have a coach in a rib to give advices to the crews on the racecourse.
 - Have short debrief illustrated by video recordings. To be interactive with the participants!
- The social life and the friendship is important! It shall be fun. Ref "The three Bs". Have time to keep old and make new friends! We are competing with people's time and a huge number of activities!
- Use Wed-sites, social media etc. active.
- Get the Yacht clubs to report "on their own" on Knarr sailing and Knarr activities.
- Be aware of what makes the Knarr class outstanding compared with other classes. (We hear it from the yacht club organizers at every IKC - -)
- Promote new Knarrs and assist interested sailors looking for a Knarr.
- Work for getting experienced sailors to own a Knarr.

- It is what we achieve together, which makes it! (Not only as a single person.)
- Knarr sailing is a sport you can do all your life – it never stops - - .

6. Suggestion from the Norwegian Knarr association regarding aluminum spars.

6.1 IKA Technical committee Election of IKA Chairman

To handle rule proposals IKA technical committee is missing a chairperson.

Ulf Røgeberg was proposed and elected for the 2014-15 period

The IKA Technical committee members, max two from each country are then for 2014-15 are:

Chairman	Ulf Røgeberg	DK	ulf@rogebergdesign.dk
	Jes Thomsen	DK	jesthomsen100@gmail.com
	Mike Ratiani	US	mike@ratiani.com
	Dave Wiard	US	davidwiard@yahoo.com
	Morten Heldal Haugerud	NO	morten.heldal.haugerud@gmail.com
	Lars Jårvik	NO	lars.jarvik@multiconsult.no

At the 2013 meeting, Germany decided to await to attend the technical committee.

6.2 Suggestion from the Norwegian Knarr association regarding aluminum mast

(ref. mail from Morten Heldal Haugerud June 26th 2014)

The purpose of this rule proposal is to specify compensation weights for the aluminum spars sailing equally with the wooden mast. Based on two years testing the aluminum spars with compensation weights have proven to do so. To make the ISAF rules valid in Norway it is necessary that the description of the compensation weight for the aluminum spars are added into the rules. The philosophy in the Knarr class has always been that the oldest Knarr can sail equally against the newest Knarr. GRP against wood and now aluminum spars against wooden spars. This was obtained by building the GRP Knarr with the same weight and weight distribution as the wooden Knarr adding more glass into the GRP Knarr and similar to add weight into the aluminum spars. This philosophy is essential to avoid splitting of the Knarr class.

The proposal does not say that the aluminum spars without weights are illegal, but it is up to the national authorities in each country to agree, on the annual meetings, which of the mast alternatives that are legal in the respective countries.

It is for these reasons natural to have a description of the weight compensation for the aluminum spars in the ISAF rules together with the specifications for the aluminum spars and rig.

The IKA procedure for rule changes, or amendments to the rules, is that the proposal is send to the IKA technical committee for review and comment. The IKA technical committee then put the proposal forward to the IKA General Meeting.

It was discussed how the ISAF rules shall handle country variations and differences and how they shall appear in the ISAF rules. It is a goal to have as few "local country descriptions" as possible. On the other hand, the ISAF rules shall cover such variations.. It may be easier to administrate the rules if all the variations are included. The ISAF rules then may state that this is a local rule valid for the following country/countries only, instead of having separate lists of variations of prescriptions/rules for each country.

IKA should anyhow have the control of what is allowed as local prescription /rule. It is also the intension of the IKA that all local-country rule-issue proposals or changes are brought forward to the IKA and not only handled locally.

To handle the Norwegian proposal it was agreed that the IKA technical committee shall review the proposal, with focus on technical issues.. The IKA Technical committee then send the proposal to the IKA General committee.

As the first step: Morten will send the ISAF aluminum spars weight compensation proposal to Ulf.

6.3 ISAF rule comments from Norway

Norway has earlier sent the comments to ISAF version 2 from Norway to DK who gave an answer, and made a new version 3. Norway will review these answers and version for clarifying possible outstanding issues.

7 Other suggestions

7.1 The state of the Knarr molds

The Norwegian Knarr Association has an agreement with CS to renew the inner mold. CS opinion is that they can built more Knarrs in the hull mold. The next mold to be renewed is rather the deck mold.

Morten and Ulf will follow up the state of the molds.

7.2 Draw of boats in the case of missing a day of racing

It has been questioned how a missing day of racing may affect the draw of boats: The team move next day to the next boat or not? As earlier agreed the draw of boats give you: "A Boat for the day!" Meaning: "Change boat every day".

Jes proposed a clarifying formulation. (*Exchange "race" with "day"*)

Deed of Trust was agreed to be modified as follows:

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

7.3 IKC - Common sailing instruction template

It was observed some differences between the IKC2014 sailing instructions and the Deed of Trust (DoD). This was not done deliberately, but it showed that a template for the IKC sailing instructions would be useful for future IKCs. Examples: Use of lifejackets, Shortening course at a gate: Is in the gate (which is according to ISAF), number of throw-outs are stated in the Deed of Trust, type of recommended race courses, etc.

If changes that are not in accordance with the DoD is proposed, the proposal should be put forward to the admirals for commenting.

Action: An IKC sailing instruction template based on the experience, the ISAF template and the IKC Deed of Trust to be proposed.

Lars J. will send the IKC 2013 Sailing Instructions as a word document to Peter B. who, as the IKC2015 responsible, will make a proposal.

7.4 Common archive for IKA matters and documents

It was decided to establish a common secure place to keep valid IKA documents, matters, agreements etc. in a digital IKA archive. The IKA archive shall be available for IKA members and people appointed by IKA.

Action: It was agreed to establish an IKA Dropbox. Peter Büttcher volunteered to perform this task.

7.5 Deed of trust changes 2015 summing up

The responsibility to keep the Deed of Trust up to date has earlier agreed to been taken by Morten, who includes the following updates:

Action: Changes of Deed of Trust 2015 will, as approved on this IKA meeting, be as follows

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 1/3 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 skipper's 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 1/3 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.

E Draw of boats

The boats will be drawn by lot for each scheduled **day** of the regatta in an equitable manner.

7.6 Change of IKA chairperson

Carl Fredrik acts as IKA chairperson until IKC 2014 is finished. The Danish admiral, being in charge of IKC 2015, takes over Sunday August the 10th.