



INTERNATIONAL KNARR ASSOCIATION Annual General Meeting 2017

At International Knarr Championship 2017 Oslo
Thursday 10th of August 2017
17:00 – 20:00 at "Utsikten" KNS, Huk Aveny 1, Oslo



Minutes

Agenda

1. IKA Chairman's Welcome & Introductions
2. Approval of 2016 General Meeting Minutes
3. Status report from the admirals
4. Review of Action Items from 2016 General Meeting
5. Rules and Deed of Trust change requests
6. 50th IKC Anniversary Book
7. Open Discussion/ any other business

Present:

Denmark, Danish Knarr Association

Peter Bøttcher, Admiral

<Boettcher.pb@gmail.com>

Ulf Røgeberg, Chairman DK Technical Committee and Chairman IKA Technical committee

<ulfrogeberg@rogebergdesign.dk>

Jes Thomsen, DK Technical committee & IKA Techn. Comm.

<jesthomsen100@gmail.com>

USA, San Francisco Bay Knarr Association (SFBKA)

Risley Sams, Secretary

<risleysams@yahoo.com>

Mike Ratiani, Technical Committee

<mike@ratiani.com>

Norway: Norwegian Knarr Association

Bergen:

Carl Fredrik Joys, Member of the board, former Vice admiral

<cfj@cupppcomputing.com>

Oslo

Alexander Arnesen, Admiral

<alexander.arnesen@sprell.no>

Morten Heldal Haugerud, Board member, Chairman NO Technical committee and member IKATC

(Meeting recorder)

<morten.heldal.haugerud@gmail.com>

1. IKA Chairman's Welcome & Introductions

IKA Chairman Alexander Arnesen welcomed everybody to the meeting.

Morten H. H. was asked to take the minutes.

2. Approval of 2016 General Meeting Minutes

Comments:

Three participants was missing from the minutes.

Denmark: Ulf Røgeberg, Jes Thomsen

Norway: Odd Gutteberg, Oslo

These will be added

The 2016 minutes was then approved.

3. Status report from the fleets.

SAN FRANCISCO

David Wiard was sorry he was not able to attend and Secretary Risley Sams represents the US fleet. The fleet is active. Three boats are sold last year to people that are racing.

Observation: The aluminium mast have made the fleet more equal.

Only a few boats are available for sale. One boat has a wooden mast and will now convert. Tried with the wooden mast but could not follow the lighter aluminium masts. Which was "another boat".

Pleased to tell that Hans Williams is now back in the fleet.

The youngest Knarr owner is 29 year old and have taken over Larry Drew's boat.

Midweek racing are going on Wednesdays, basically joined by classic one designs as: Folkboat, IOD and Knarr. There are also some one-design and Knarr racing during weekends.

Question asked: "Some that will buy new boats?" Not yet. SF are not yet running out of boats to restore. But some may want to have a brand new boat if they have the money. The cost of a new Knarr is not to bad in US. Jon Jenkins talks about it - -

The competition is good. Different people come up in the lead. On the commonly used racecourses you have a chance also if you have a bad start. Always someone to compete against.

The Wooden Boat Racing Association was left because did not have a big enough fleet.

As alternative have start to work with Sausalito to put up a wooden boat race series for the Knarr fleet. Do have approximately 30 races during a series.

To the IKC there is the skipper that qualify.

US: One female skipper

BERGEN

Good activity. Have 34 boats. 21 Knarrs side by side in the Bergen Yachtclub'ss harbour.

20 boats are racing regularly. 15 boats with aluminium mast including 3 new masts in 2017.

All the GRP boats have aluminium mast. One wooden boat has aluminium mast.

13-14 GRP Knarrs and 5-7 wooden boats are racing on regular basis.

All aluminium masts do have weight compensations. This has kept the class together and we realize it will take time to get the wooden boats to change. Difficult for many boat owners to afford a new aluminium mast on the wooden boat. (The cost may be the same as the boat) Need to have more GRP boats.

Last year 44 single races. Midweek races most popular.

There are currently no female skippers.

DENMARK

Have the same number of competitors as previous year, but even more competitive than ever in the class history. This year two new sailors. All regattas are arranged with the sail clubs, but the people that volunteer to arrange and manage the races are decreasing, a trend which is worrying.

35 boats regatta active, 25 boats in avg. at four regattas (20-25 races in the qualification series). 39 Knarrs are assembled at one pier in Skovshoved including one Norwegian guest (ON88) the last two years.

Additionally there are 15 Knarrs at Rungsted, and around 50 Knarr's in other harbours in Denmark.

Midweek 10-15 boats are sailing at Skovshoved, and similar events at other places.

Sail: Racing Knarrs change sails regularly and this year 6-7 boats have bought the new North radial cut jib, which is claimed to keep the shape longer.

In the beginning of the season, the Knarr club arrange a trimming event. Both new sailors and old sailors are coming in and getting tips and have their boat trims. A good way to get new sailors into the social life of the class.

New website launched in March with good integration to Facebook.

Last year OD83 and this year OD87 was sold to Oslo. Both with wooden masts.

GERMANY

Germany was invited to the IKC but they decided to not come as they are not well organized and didn't have racing series nor qualification. Many are in the same area, but not in the same harbour.

OSLO

Last year was a good year the class have a good group of people and the class is attractive for new people to come into the class.

Two GRP Knarrs are recently bought from Denmark. In 2016 OD 83 become ON153, and in June 2017 OD87 become ON154. The owner of ON154 bought the Knarr because as he said: "It's a beautiful boat. I like it, it is active racing and have a good milieu. It is nice looking and the line of 17 Knarrs at the same dock at Dronningen are good looking, so I liked to join with the purpose of attending racing". Additionally ON120 has got a new owner after IKC17 and is now back at Dronningen and is attending the races.

Knarr is currently the biggest one-design class in KNS:

Midweek races have moved from Wednesday to Tuesday to be more visible as we then are racing together with the other one-design classes. Albin Express as the biggest class and a few 11MeterOneDesign, First 8, and the new J70 taking over from Melges.

This year the Sailing magazine "Seilas" had a great article about the Knarr. Showing 6 pages photos and interview with one of the owners of ON36, Bjørnar Johnsen, telling why he love and sail the Knarr. Great PR for the Knarr class.

The fleet is a mix of people from all social levels. We also work for attracting younger sailors. ON14 is an example of this, also having a female skipper being on the helm in his IKC. (Owner and crew around the age of 30-35)

The Knarr class is associated with and cooperating with KNS, however the club need more resources to invest in facilities and activities for one-design boats.

The Knar fleet arrange winter meetings on relevant topics as racing, restauration and maintenance. We also invite to trimming evenings in the spring with instruction and trimming of the boats.

The spirit and the social activities and friendship is "the glue" and important to keep the class together.

To making good IKC it is important to keep the Knarr spirit, and not go for the more aggressive side.

We want as the other Knarr associations to attract competitive sailors to increase the level, but also to keep the spirit and the friendship, as it is vital.

4. Review of action items from the 2016 minutes

IKA website is up! But have so far not got much input from the admiralities.

Risley will need contact persons.

Action: By first of October Risley will get contact person and content for the website from the admiralities.

To be put in the minutes. Risley will come up with a proposal

5. Rules and deed of trust change requests

US:

Goes for the ISAF rules.

Plan for 2018: To move to the ISAF rules with national prescriptions.

Question: How do we get a new approved rudder in the US?

Action: US by Risley S. /Mike R. will, through Ulf R speaking German, contact CS who do not speak good English.

Norway

Norwegian Knarr Association technical committee (NKK TC) will recommend adopting the ISAF Knarr rules at the Annual Meeting 2017. This as all issues, including the national prescriptions, are solved and NKK TC fined the result good.

5.2 IKC Deed of Trust

DoT Yellow flag – Redress alternatives

This has been discussion earlier during IKC and an important option was missing in the 2017 DoT:

Ref. Note submitted to the IKC17 protest committee during IKC.

To be added to the DOT:

A. Average of the average.

Action: To be included in DOT:

“c) The average of points scored by the boat in all races, except the race in question, added by the average of all points scored by the skipper in all races except the race in question, divided by two, viz:

(average boat score) + (average skipper score)

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B. When to give breakdown points?

The IKC2017 protest committee put this question up as an Issue.

It is important that the protest committee is aware of that IKC is not ordinary league sailing as described in RRS.

In IKC the boat owners have giving their boats to the IKC organizing committee and consequently the crew of the day is not responsible for the condition of the boat in case of equipment breakdown. However, the crew may be responsible if the boat break, caused by violation of the sailing instructions and applying rules or improper handling. (ref. The IKC2017 Sailing Instructions (SI).)

It was commented from the protest committee that this should been noted in the DoT.

Action: IKA recommend making a proposal to include this in the DoT and not only in the SI.

C. Breakdown after the warning signal

IKA agreed to include the following in the DoT:

“A breakdown shown after the warning signal will not cause the procedure to be postponed.”

This is according to RRS league sailing.

5.3 Electronics

Question: How do IKA handle the upcoming variety of electronics available for everybody on phones and watches as well as to easily be installed in a racing sailboat?

GPS and different application are now available on watches and smart phones for less cost.

As example of GPS use:

Mike had brought and showed a VELOCITEK PADSTART used to “ping” the starting line so that the crew always knows the distance to the starting line.

This was discussed:

- It is difficult to control the use.
- One aspect is that the “smart guys” using electronics will go even faster than the newcomers or the crews not using electronics. However, there will be a need to have a dedicated person on-board following the information coming up on the equipment.

US: No discussion in the US. However, some said, “We do not want this in the class!”

Key Questions

- “Will it be more fun to sail, with the electronics?”
To benefit from the electronics, may need one person “on the computer”.
- “Will it attract more sailors to the class?”

- There is an other matter if also devices are installed in the boat measuring “boat speed through the water” i.e. log and also wind direction with velocity. If these are combined with GPS measuring speed and direction over ground, the actual current velocity and directing and resulting “velocity made good” can be calculated. Such installations shall not be allowed.

However, an option may be to use GPS as a standalone device.

This option may be to allow GPS without any connection to other measuring devices. Another option is to use a dedicated Knarr App.

Actions:

- Figure out what other classes do.
 - What is available and in what direction does the development go.
 - Discuss it internally.
- To be discussed at the next IKA-GM.

5.4 Sail cloths

New possibilities, as 3D sails and moulded sails, were briefly discussed.
IKA do not need to do anything regarding these topics for the time being.

6. Multiyear event sponsorship

The main point is: Want to racing as equal boats as possible.

Earlier: US: IKC16 bought 25 jibs and sold for half price. Other IKC organizers has bought some sails.
However, this is expensive and difficult to obtain for the whole IKC fleet at all times.

Danish Knarr Club by Peter Bøttcher went through their presentation of the idea as shown in Appendix A
“Sponsorship deck – Knarr IKC Sail Sponsor”

There are different sail clothing/shapes in San Francisco, Copenhagen, Bergen and Oslo, aluminium and wooden masts etc. But let the sailmakers come up with a proposal of sails that can be trimmed and used at all places.

Potential sponsors?

Sponsorship to be checked against the local rules. (The national sailing associations as NSF, DSU and US-Sailing may have different rules.)

Risley: The IKC are being more and more expensive.

In 2016 SFBKA was nearly broke because the event was very expensive.

Alternative:

Sponsor only the jib? With Carlsberg logo or - - -??

Main idea: The sail sponsoring has to be self-contained.

Multiyear sponsoring not only sails.

Think of something making it easier to sell that idea to the sponsors.

Example Jotun paint: Alexander sold for 10.000 may have sold for 30.000 if included Denmark and USA.

Three Year event.

Find companies being represented in all three countries

The IKC expense is DKR 250.000 for a 3 year for 5 year this go away and the sail can be sold.

It start next year and run for 5 year. Oslo year 6 will end up with all the sails.

Action

Denmark will test the idea with a couple of big sponsors.

The treasurers take this idea further and come up with a proposal.

US: David Wiard

NO: Niels Kiær

DK: Peter Bøttcher

Come up with proposal how this can be possible.

6. IKC 2018: 50 Year anniversary

The IKC 2018 is the same week 4.-11. August at Skovshoved by KDY.

25 boats will be invited. DK 12, USA 6, NO 6, IKC2017 champion, (+ possibly Germany 1)

6.1 Knarr history Book

Have made a group of people as a book committee.

Have some of the historical information from Norway (Oslo by Morten) and from San Francisco by John Colver's book Songs of the San Francisco Knarr fleet.

Additionally to the Knarr history, the plan is to have 5 individual articles from each country. Knud Wibroe is one of the articles. Currently working on how to select personalities.

All articles finished by late November.

Need very good pictures, in particular the old photos are difficult, newer photos are easier to get.

Mike, Carl-Fredrik and Morten will be contacted.

Sponsors: Peter send out a message, so we can donate

Everyone can support the book.

Ask the members to contribute.

6.2 Anniversary celebration

The format will be a little different with a jubilee dinner at Sunday.

The award dinner may not be the traditional. Are looking into to make it more as a reception likely in the harbour after the sailing.

It still may be two seated dinners.

It up to the host how to do it.

It was common agreement that the hosts are free to choose the format that they prefer.

7. Open Discussion/ any other business

Status on Christian Schneidereit and the condition of the moulds

CS owe Norway for some of the license fees. However, an agreement is made with CS that he renew the inner form (Cabin) to make up for missing license payments.

This has not happened so far. One of the reasons according to him is that it is difficult to make a new mould when building only one boat. This because the customer wants the boat as fast as possible. He then hope for an order of two boats to be able to do it.

The yard has a low level of activity. Mainly maintenance done by himself. If building new boats he hire in more people.

Alexander and Morten discussed this with him and also the story about that one of the boats built from a casco had a slightly incline stern. However, boats built later has no incline stern.

CS explained that it is not possible to make an incline stern the way he built a Knarr. The normal way is to mount the deck when the hull is still in the mould. Making an unsymmetrical hull is then not possible

In case of the casco the hull is stiffened in the mould and the a deck is made after the hull is taken out of the mold.

Idea: Convert CS into a yard that can restore boats in particular Knarrs

Give him some Knarr hulls from Norway or Denmark to restore. Ship the boat back next season

Encourage people to ask for an offer from CS when restoring Knarrs.

If CS is not active, secure that the moulds is not sold in conflict of the NKK license and building contract.

Send someone to CS, discuss the ideas, and inspect the condition of the moulds.

Action: Ulf, Alexander and Morten go to visit CS in the autumn.