



# INTERNATIONAL KNARR ASSOCIATION

## Annual General Meeting 2018



At the 50<sup>th</sup> International Knarr Championship, Skovshoved  
Monday 6<sup>th</sup> August 2018  
17:00 – 19:45 at the Boardroom of Skovsoved Sejlklub

### Minutes

#### Agenda

- I. Roll Call
- II. IKA Chairman's Welcome & Introductions
- III. Approval of 2017 General Meeting Minutes
- IV. Admirals' Reports/Fleets Status & Issues
- V. Review of Action Items from 2017 General Meeting
  - a. World Sailing status by Country
  - b. DOT changes – redress
  - c. Electronics
  - d. Multi-Year Sponsors
  - e. (Additional): [www.knarronedesign.com](http://www.knarronedesign.com)
- VI. Rules and Deed of Trust change requests
- VII. Open Discussion
  - a. IKA organization – how to secure the presence of all admirals at the AGM ?
  - b. News on Schneidereit
  - c. Knarr book
  - d. Mast Failure
- VIII. Adjournment

#### I. Roll Call

Those present were:

##### Danish Knarr Association (DKK)

Peter Bøttcher, Admiral & IKA Chairman  
Ulf Røgeberg, Chairman IKA & DKK Technical committees  
Jes Thomsen, IKA & DKK Technical committee

[pb@consultinghouse.dk](mailto:pb@consultinghouse.dk)  
[ulfrogeberg@rogebergdesign.dk](mailto:ulfrogeberg@rogebergdesign.dk)  
[jesthomsen100@gmail.com](mailto:jesthomsen100@gmail.com)

##### San Francisco Bay Knarr Association (SFBKA)

Bryan Kemnitzer, Admiral  
David Wiard, IKA Tech. Committee & SFBKA Secretary  
Mike Ratiani, IKA & SFBKA Technical Committee

[bryan@kbklegal.com](mailto:bryan@kbklegal.com)  
[davidwiard@yahoo.com](mailto:davidwiard@yahoo.com)  
[mike@ratiani.com](mailto:mike@ratiani.com)

##### Norwegian Knarr Association (NKK)

Alexander Arnesen, Admiral  
Bergen:  
Lars Jårvik, NKK Technical committee  
Oslo:  
Morten Heldal Haugerud, IKA Techn. Comm. &  
NKK Technical committee Chairman

[alexander.arnesen@sprell.no](mailto:alexander.arnesen@sprell.no)

[lars.jarvik@multiconsult.no](mailto:lars.jarvik@multiconsult.no)

[morten.heldal.haugerud@gmail.com](mailto:morten.heldal.haugerud@gmail.com)

#### II. IKA Chairman's Welcome & Introductions

IKA Chairman Peter Bøttcher welcomed everyone to the meeting.  
Jes Thomsen was asked to take the minutes.

### III. Approval of 2017 General Meeting Minutes

The minutes were approved.

### IV. Admirals' Reports/Fleets Status & Issues

#### Norway:

Approx. 100 are members of NKK split about 50/40 between Oslo and Bergen, the remaining 10% are outside those regions. There is an increasing number of non-owner members. It is difficult to attract younger sailors, however, the most recent new Knarr owners are younger sailors.

NKK may re-organise into two entities in Bergen and Oslo respectively with an umbrella organization, being the NKK.

#### Oslo:

This winter we invited Henrik S oderlund to hold a presentation at a meeting. Great success and very useful.

The weekly evening race has been moved to Tuesday to be corresponding with most other classes' weekly event, also with a view to exposing the Knarr-class. The-J-pier - "The Knarr pier" - at Dronningen was upgraded during last winter and now holds 20 Knarrs side by side.

The turnover is about 2-3 boats a year; buyers are mainly non-racing purchasing a rather inexpensive older wooden boat. There seems to be some interest from Dragon class sailors, as this class is withering. It is important to get more GRP Knarrs in the Oslo area, where there currently are 10 GRP Knarrs plus one in T nsberg. One GRP Knarr with alu mast. In total Oslo has approx. 33 active Knarrs.

#### Bergen:

Approx. 23 Knarrs on the dock, and almost all of the 15 fibreglass boats and one wooden have alu-spars; one wooden has too. There is a spare alu-mast, privately owned.

The current sailors are coming of age; however, the next generation may come into the class. Generally, the class is alive and doing well.

The IKCs are arranged by the same group of people; an endeavour is made to involve others.

#### San Francisco:

There are 18-20 Knarrs at the weekly races.

About 3 Knarrs are presently for sale, incl. US 124, the Knarr sailed when new in 1966 by Knud Wibroe together with the owner, Peter Salz at the KDY 100 years anniversary regatta.

There are quite a few new interested, however, the availability of slips is an obstacle.

Several ways of attracting new people were discussed, incl. trying to organize that younger sailors could charter boats that are up for sale. An internet platform like [www.boatflex.com](http://www.boatflex.com) was mentioned to be a possible vehicle.

Just prior to leaving for the 2018- IKC a send-off party at Sallie Griffith's was held with about 100 Knarr sailors and friends, incl. six having participated in the first IKC in 1969. A great success in full Knarr-spirit.

On the US-website there is a historical fleet register, and it is considered to have a directory incl. contact information of all current members. However, publishing such information, which will be very useful also for non-members, may pose privacy problems.

The 51<sup>st</sup> IKC will be held by The San Francisco Yacht Club 7<sup>th</sup> to 14<sup>th</sup> September 2019 chaired by Bryan Kemnitzer with Phil Perkins as co-chair. Work is already in progress.

Morten mentioned the desire that the SF IKCs were in October thus extending the short Norwegian season.

As to the distribution of IKC participants per country, Bryan proposed that the host country should attempt to have an even number of their participants enabling an equal number from each visiting country.

After a thorough discussion of any German participation in the 51<sup>st</sup> IKC, it was decided to ask the German contact of the status of the requirements as per Deed of Trust sec. 2 (A) last paragraph.

**Denmark:**

80 club members and many visitors on the web-site as well as on Facebook. There is an increasing number of active sailors, not the least due to fine efforts made by Henrik Søderlund.

The Knarr is the most active class on Øresund, and the season commenced with the now rather traditional 'trim event', this year with a professional (Maurice O'Connell) coach from North University with on-the-water videoing and instructions and on-shore discussions. The event worked very well with 27 Knarrs on-line.

There are two additional Knarrs with alu-spars this year.

To attract new people some are taking interested persons out for the weekly races, and it seems that there is generally an increasing interest for the Knarr.

A crew-pool has been launched on Facebook, however, so far it has not really come off the ground.

The sailing magazines have been given draft articles about the Knarr on the occasion of the 50<sup>th</sup> IKC, which have been recently published. In total 3 articles to promote IKC.

**IKA Technical Committee:**

Ulf gave a brief introduction of the organization of the IKA and the IKA T.C.

IKA Technical Committee:

The current members are:

DK: Ulf Røgeberg (IKA TC Chairman)

Jes Thomsen

NO: Morten Heldal Haugerud (Oslo)

Lars Jårvik (Bergen)

US: David Wiard

Mike Ratiani

In Denmark, there have been various questions from people who have been quite creative in applying the class rules. The standard replies were: "If it is not allowed – don't do it".

David explained that after nine months of questions from members and answers from the US T.C. a set of interpretations of the class rules has been published. US would like this to be incorporated in the class rules as national prescriptions.

Alexander noted that it is important that national prescriptions are agreed by the IKA General Meeting. This may be seen as a bureaucratic procedure, it is, however, necessary in order to keep the class as equal as at all possible in all the countries.

David suggested the review the rules with a view to incorporate national prescriptions into the rules for final approval at the next AGM.

Morten mentioned, that there seems to be a discrepancy in the current rules in relation to the original class rules in respect of the winches for the jib. Morten would revert to the other members of the IKA T.C. in due course.

Ulf was unanimously re-elected as IKC T.C. Chairman, upon his request for one year only.

*An issue was taken up after the meeting by e-mail:*

*Proposals for rule changes must be sent to the IKA Chairman following approval by a national Knarr Association for consideration by the IKA T.C.*

*It is important that the proposals for rule changes are well coordinated between the three countries. The time of national approval should be as close as possible in time.*

*Currently, the national annual general meetings of the Knarr Associations are:*

*Denmark: During November*

*USA: November - February*

*Norway: November, however it is proposed to change to March with the possibility for an extraordinary annual meeting at any time.*

## **V. Review of Action Items from 2017 General Meeting**

### **a. World Sailing status by Country**

SFBKA is recognised by US Sailing as a national class. The same applies in Norway and Denmark with their respective national authorities.

In Norway, the Class Rules in ISAF- (World Sailing) template version were approved after the first reading in 2017. They will be put forward for second reading and final approval at the annual meeting in November 2018.

DOT changes

The wording of the redress-clause had been amended last year.

The document will be re-published updated stating the year (2019) with the table of changes attached at the end, thus showing that this is the current version. This is a consistent way also in other classes (which also applies to the class rules).

### **b. Electronics**

There had not been much discussion of this in Norway. The Express class, being popular in the Oslo-area, has allowed GPS to ping the starting line as well as electronic compasses. Electronics are seen as a cost question.

Alexander said that lack of instruments, which are used in other classes from which to recruit, may restrict a change to Knarr.

Peter noted that in Denmark an evening meeting had been held in the winter with a producer of a racing app for mobile phones (iRegatta). He said that the Dragon class is in the same position as the Knarr. GPS may be allowed as a trial at the weekly evening races for the autumn series, as a test.

In general, the opinion was that the use of GPS was difficult to police and that the introduction was not needed as of now.

It was agreed to continue to monitor developments and report at next AGM.

c. Multi-Year Sponsors

It was agreed that in connection with the 51<sup>st</sup> IKC the US may seek multi-year sponsorships, most likely from companies with interests in both the US and in Scandinavia, and to inform the other countries for co-ordination.

d. (Additional): [www.knarronedesign.com](http://www.knarronedesign.com)

David explained the purpose of the site as being the central and universal site for information. It was agreed that it seems that the web-site is fulfilling its purpose.

## VI. Rules and Deed of Trust change requests

No new proposals.

## VII. Open Discussion

a. IKA organization – how to secure the presence of all admirals at the AGM ?

There was agreement that the national associations could work towards and endeavour to organise for the Admirals to participate – as a crew if not qualified as a skipper – in their own way.

b. News on Schneidereit

The yard is currently a very small outfit without any other employees than the owner himself.

The moulds are reported as being in good shape except for the inner sections, a replacement of which will require an order for minimum three Knarrs at one time.

A trip to the yard is needed to see the actual condition of the moulds and to secure that they are properly marked with the name of the owners. Foreign language is an issue by Mr. Schneidereit, and a German-speaking Knarr-representative is required for the visit.

c. The IKC-book: “It is not the Game – but the way it’s played”

Bryan mentioned that it is hoped to arrange for several books to be available for the 51<sup>st</sup> IKC at SFYC. Details incl. shipping to be agreed.

d. David told about recent mast failures. A few masts have suffered compression damage and will be replaced. Re-enforcement has been defined in form of an external sleeve glued to the mast and centred at deck level. The problem will be discussed with the Danish mast provider, and efforts will be made to come up with a standard solution for all masts.

## VIII. Adjournment

The meeting adjourned at 19:45 hrs.

The IKA Chairmanship passed to Bryan Kemnitzer until after the next IKA AGM in 2019.

8<sup>th</sup> August 2018 / Jes Thomsen  
Revised 8<sup>th</sup> September 2018 / Jes Thomsen