



KNARR

International Knarr Association

Admirals Meeting 2023

Thursday 3rd August 2023 at Bergens Seilforening

In Attendance:

From Norway:

Lars Jårvik (IKA Chairman), Alexander Arnesen (Vice Admiral) and Morten H. Haugerud (Technical Committee Representative). Geir Myre (partly only)

From US:

John Buestad (Technical Committee Representative) Sitting in for US Fleet Admiral Bill Kreysler.

Terry Anderlini (Long range planning committee for US fleet) attended a good portion of the meeting.

From Denmark:

Per Flemming Christensen (Admiral), Søren Leopold (Technical Committee Representative) and Jes Thomsen (Technical Committee Representative & IKA Technical Committee Chairman).

1) Election of notetaker

Tracy Roberts had volunteered for taking the minutes – unanimously approved

2) Approval of the minutes from the Admirals meeting in 2022

After some discussion initiated by Alexander and Morten of how the decision regarding the use of jib winches on the cockpit combing vs. halyard winches on the cabin top during IKCs in Denmark should be understood, the minutes were approved.

There was future discussion on the issue of rules for the IKC's and it was agreed and approved that the local rules and National Prescriptions of the host nation will govern during the IKC's.

3) Admirals' reports

a) San Francisco (John Buestad):

There is a pretty strong fleet with 18-19 boats regularly participating in the qualifying races and approx. 14 in the Wednesday night races.

Currently there are four good boats for sale. This situation is not good, and something should be done.

Terry Anderlini is working on some long-term planning initially getting information and ideas from the fleet members with a view to retain the number of active boats.

Chris Perkins will be the commodore of St. Francis Y.C. next year, when IKC will be there; we should 'exploit' this situation. All was asked to consider what can be done to improve the IKC for 2024.

There are six new rudders made in Canada according to Plan V (US national prescription). The Danish national prescription of the rudder is very close to the US's, and if only the Danes could consider broadening their tolerances on their national rudder (Plan G-2023), following the subsequent adoption by Norway, we may all have the same rudder rule.

The supply of masts is a concern in SF. If an order for say 10 masts could be placed for all Fleets, maybe the manufacturer Z-spars may be interested in producing quicker.

The proposed new hiking-rule was a concern to the SF-fleet, however, everything is in place in the new rule book with the original rule as a US-national prescription.

b) Norway

i) Oslo (Alexander and Morten)

12-15 boats in most evening races, and we now manage to attract experienced sailors to the fleet. One example is Jørgen Stang Heffermehl, who is former commodore of the Royal Norwegian Yachtclub (KNS) and former chairman of the Norwegian Sailing Federation.

Generally, there are small changes to the fleet, but several boats are in the process of being restored. Unfortunately, some of the older boats are typically sold to younger people who want an inexpensive boat to go cruising.

Two boats were towed overland to Bergen for the IKC. A tiresome and expensive exercise. There is now one boat (GRP with aluminum mast) owned by the club, and available for lending to new sailors to test the racing in our class. In order to promote more contact with the Knarr sailors in Bergen, this boat is reserved for a Bergen-sailor in the national championship when this is raced in Oslo.

ii) Bergen (Lars) At the 2022 national championships there were heavy winds and some serious damage to some boats – hull damage to ON 96 (which was bought and repaired by Johan Hvide) and for unknown reasons a broken mast.

There is a good turn-out for the regular sailing.

Organizing the IKC 2023 is a lot of work especially with the boats.

Bergen bought a boat (ON 152) for lending, which was almost immediately sold to a new active member. Subsequently ON 124 was acquired by the fleet, and it's now for lending and for sale. There are currently five wooden boats in the BS shed, which ought to get out and sail. They are in various conditions, and efforts are made to find new owners – hopefully retaining them in Bergen.

c) Denmark (Per Flemming)

The level of activity is high, very high. There are evening races each week in both Rungsted and Skovshoved, the latter with 20-25 boats, a little less in Rungsted. Over the winter boats are sailing on Sundays, both in Skovshoved and Rungsted.

There was a boat for lending (OD 107 owned by Ulf and Jes) which was sold to a new active sailor after IKC 2022.

In recent years a couple of boats were sold to owners in Sweden, however, one is already back in Denmark, another advertised for sale on the Danish Knarr website.

New sailors are mainly very experienced, and they predominately come from the Dragon class.

4) Proposal for changing the class rules (Per Flemming and Jes)

The Danish Knarr Assn. had sent in a proposal to the meeting for changing the class rules amending the words "Holder of the rights" to "IKA" as approved by the Danish general meeting in May 2023. The reason being that the copyright of the designer has lapsed, as of 1st January 2023 more than 70 years since Kristofersen died, and by inserting IKA as the body issuing building licences, all the Knarr-sailors gain control of the class. Morten questioned the legality of this move, and Norway was granted a period to 1st September to clarify with a lawyer. At the same time both Norway and SF must report back if this change should be subject to approval by their respective general meetings. If there then were no legal complications or a need for AGM-approvals, this change could be considered unanimously approved.

Time : approx.: 20:05

After this meeting, both the Norwegian fleets and the US Fleet reported back that they approved this change, thus the IKA will be the "holder of the rights" to the licensing. This item is now complete.

Simplification of the approval system when the changes are small (Jes)

Over the past year or two there have been some discussion on how to simplify changing the class rules in areas, which are not considered of any importance. The topic had been up for an informal discussion at the Danish AGM in November 2022 and again at the extraordinary meeting in May 2023, when it received positive response from the fleet.

Jes presented his ideas with a very nice slide presentation, including some examples of such rule changes and a proposal as to how to amend the Articles of the IKA.

The Admirals found the idea to be good and would consider and report back if it would be necessary to obtain approval of changing the Articles from their respective fleets at their annual meetings.

5) Mast deliveries (Alexander)

The absence of delivery of new masts from Z-spars was inexplicable, as Z-spars had not given any information. The understanding was that the manufacturer was simply too busy to care about a small order. John repeated his suggestion to order 10 masts at one time to wake-up Z-spars.

As Skovshoved Yacht Yard (SYV) had taken over the 'agency' regarding Knarr masts from the Danish importer, Hansen & Hamacher, it was agreed that Denmark should be the hub in relation to contact to SYV and maybe Z-spars.

Time: 20:37

6) The moulds in Germany (Alexander)

There is still no development. Alexander had called Christian Schneidereit several times, also through his current workplace, however, without getting in contact. As Per Flemming had spoken to Schneidereit about a year ago, Per took it upon himself to try to make contact e.g. with a view to arrange permission to collect the moulds.

A boat builder in Oslo may be interested in building new composite Knarrs, and following successful contact to Schneidereit, it would be desirable if he could go to Germany to inspect the moulds to see if he considered them useable, especially the mould for the hull and the keel plug.

Norway has a generous offer from Johan Hvide/Seatrans to carry the moulds to Norway for storage at Seatrans' base, however, Norway does not have the funds to pay for carriage from Schneidereit to the loading port of Esbjerg, Denmark.

Time: 20:48

7) Report from the chairman of IKC T.C. of new national prescriptions approved by the committee (Jes)

Since the last Admirals Meeting there have been the following:

- Denmark / Weight
- Denmark / Rudder incl. Plan G-2023
- US / Rudder as per Plan V.
- US / Hiking – being the original hiking rule, as the new rule having been adopted in Norway and Denmark is now the international rule.

A Norwegian adoption of a rudder rule in March 2023 was based on a Danish proposal, which were not carried at the Danish AGM in November 2022. The Danish rudder as per Plan G-2023 would be on the agenda at the Norwegian AGM in March 2024.

All (other) national prescriptions are now inserted in the class rules version 2023 as published on www.knarrondesign.com.

8) Discussion of what the future IKC should be like (Alexander)

There were reported that noises had come from some Danes participating in this year's IKC that due to the perceived condition of the boats in Oslo, that the next IKC in Norway should be held in Bergen. This is most unfortunate, as it would mean that it would be even more difficult to find volunteers to arrange the IKC in Oslo, and in general the meeting found statements like this most inappropriate. It was suggested that if someone did not like the boats in Oslo, they did not have to participate; no doubt some others would happily fill that place.

Much discussion went on with how difficult it is to put on an IKC with transporting boats from Bergen to Oslo. Soren would like to see as many boats competing as possible and that all the competitors must understand the condition of all boats.

Per spoke to the idea of having an international committee to help with the organizing of the IKC's, his point was that perhaps sponsors such as "Helly Hansen" would like to get the advertising internationally.

Meeting Adjourned at 21:27 hrs.

The chairmanship of the IKA passed to the American Admiral, Bill Kreysler.