

IKA ANNUAL GENERAL MEETING 2015, Copenhagen, Skovshoved, Thursday 6th August. 19.40 – 21.00 hrs.

Participants

Denmark: Søren Kylløbæk Admiral, Peter Bøttcher Vice adm, Ulf Røgeberg IKATC chairman, Jes Thomsen IKATC

USA: Jon Perkins Admiral, David Wiard Vice adm and IKATC, Mike Ratiani IKATC

Norway: Carl-Fredrik Joys Vice Admiral, Morten Heldal Haugerud IKATC, Nils Petter Haugfos NTC, Johan G. Hvide NTC alternate to Lars Jårvik IKATC

Minutes: Søren Kylløbæk

Agenda

- 1. Status Report National fleets**
- 2. Rule changes**
 - a. The US proposal for longer battens in the main sail**
 - b. The Norwegian proposal for compensation weights**
- 3. Other issues**
 - a. Date for the next IKC 2016 in SF**
 - b. Deed Of Trust**
 - c. IKA Chairman**
 - d. Rocking**
 - e. IKC sailing instruction and Notice of Race templates**
 - f. IKC 2015 boat adjustments**

1.1 San Francisco

The Knarr fleet is as strong as it can be. The alumast has been a great positive switch for the fleet. Younger good sailors are coming in. Hope to get a new German-build Knarr in the fleet now that the dollar is increasingly stronger to the Euro. Have a couple of nice Knarrs for sale. One Knarr sold this week and the rumor is that Tom Reed's "Sofia" is also for sale. To match the increasing interest for sailing Knarr new boats are needed.

IKC 2016 will be organized by St. Francis Yacht club first week of September from 3.9 to 10.9. 2016 It starts during Labour Day week-end, which is nice, as volunteers do not need to take an extra day of. The weather in October is better for IKC-sailing and is not given up! But beginning of October is very popular for yacht racing on the Bay, and it was difficult to get the timeslot needed.

1.2 Norway

Bergen

IKC 2014 showed 21 good boats. 6 wood and 15 fiberglass, whereof 12 boats are with aluminum mast with compensation weights. For daily social arrangements the new Bergen YC clubhouse was used for the first time. Breakfast was served every day for everyone. Expensive but popular. Very happy with the nice feedback that has come from the IKC participants and volunteers.

New Knarr owners: Wealthy professional fishermen at Askvoll being very good sailors have bought Knarrs. They have their Knarr in at the "Knarr dock" in Bergen YC participating in the Knarr fleet there. The local sailmaker Iversen has also bought a Knarr. The Bergen fleet has got a "new" German produced Knarr from Oslo, however, it may be for sale again. The local Knarr races have good participation in particular the Tuesday afternoon races.

Oslo

New and younger owners buy older boats for restauration by themselves under supervision and advices by the Knarr club. Two boats are in progress. ON11 is in addition back on the racecourses after having been away for many years. It was given back to the earlier owner (Inge-Bertin Almeland) who has worked all winter and restored an upgraded her. Two really nice wooden Knarrs have got new owners this week for the purpose of attending the races. Activity is increasing due to KNS has arranged a winter course in racing, and for

Wednesday races a coach is on the race course giving advises followed by social debrief with video and discussions. Knarr is the biggest one-design-class on the KNS afternoon series and with total 20 Knarrs in the harbor. In the beginning of the season Norsk Knarrklubb arrange a trim day with a sailmaker.

The alumast with compensation weight has been well received in Norway, as there have been found no differences in the sailing performance compared with the wooden mast. So the alumast with compensation weight has not split the class. It is expected that there will be more alumasts, but it is also an economical aspect as you can get an old Knarr for the cost of a new alu rig.

Norsk Knarrklubb technical committee has gone through the ISAF-formatted rules again as agreed in Bergen 2014 and compared it with the Blue Book. 39 issues and differences were found and documented. (Some of the missing rules we guess have dropped out by accident.) The differences are the reason that the ISAF-formatted rules so far has not been approved.

The documentation has recently been sent to DKTC, who initially will work with TCNO to produce an updated version of the ISAF formatted rules and subsequently discuss with all IKATC members.

It is important that the ISAF-formatted rules include the rules and the differences for the individual countries. Examples of such are: compensation weights for spars and drawers; crew weight; length of benches etc. The differences should be found easily in the ISAF-formatted rules reducing the risk of misunderstandings.

1.3 Denmark

In Skovshoved Harbour is now home for 42 Knarrs at a new pier. Interest for buying and sailing Knarr is increasing. New younger and good sailors are entering the class. The alu mast is implemented on most of the boats and it has made all the boats more equal to race. It has made the class fun to compete in because the results have more with the skills of the crew to do than the performance of the boat. Fun races together with lots of social activities and good friendship has made the Knarr class successful, and it is by far the largest keelboat class at Øresund. The large concentration of boats at Skovshoved Harbour is a catalyzer for the interest, and the Danish Knarr Club is now working to make a similar pier for Knarrs at Rungsted Harbour. The season started with a trim day in cooperation with North Sails, including practice sailing with instruction on and off the water. It was a big success and it will be repeated next year.

IKC 2015 is, when these minutes are written, finished, with the Dane Anders Myralf and his crew as the winners. The Danish Knarr Association had put a lot of work in this year's IKC, and we hope our American and Norwegian friends had a good week of sailing, friendship and partying.

2. Rule changes

2.1 The US proposal for longer battens in the main sail

American proposal to change the Rule G.3.4 in respect of the length of the third main sail batten (from the top) by increasing the maximum length from 1200 mm/1250 mm inside and outside respectively to 1400 mm /1450 mm.

Mike pointed out that this is rather an adoption to reality, since the US has used sails like this for the last 10 years. The reason is that the sails hold their shape better and last longer. It does not make differences in the performance.

Ulf, the Chairman of IKTC, had discussed the proposal with his colleagues and 5 out of 6 members of the IKTC had recommended this rule change.

The US proposal was anonymously approved.

2.2 The Norwegian proposal for compensation weights

Before the meeting the Norwegian Knarr Association had send material explaining not only the proposal but also a wish to include all dispensations and local rules in one document. Instead of having ISAF formatted rules with local rules as appendix in each country including all Bluebook changes it should be written in one common document and it should be the ISAF-formatted set of Rules.

The present ISAF-formatted set of Rules is agreed by IKA and is already approved at general meetings in DK and US but not in NO. The NO proposal to have one common ISAF-formatted document with all local rules included is thus a major change and perhaps not easily adapted. The way how such a document could be developed was discussed at some length and less about the specific proposal about mast with compensation weights.

David pointed out that this issue may be handled within the ISAF Racing Rules of Sailing (RRS) 86.1 Changes in the racing rules, and that the ISAF-formatted class rules could thus be organized in a way, that it is stated ~~therintherein~~ which class rules can be changed and which cannot be changed. It was suggested that each country should inform the IKATC chairman in which areas they had national rules (such as the Danish crew weight limit).

Morten pointed out that Norway of course does not intend to force other nations to use compensation weights in the spars if they do not want to. That is for each national Knarr association to decide. But the main topic is how, in the common ISAF-formatted rules, to handle the differences in what is legal/illegal in the different countries, as for example, compensation weights for drawers, spars etc., crew weight, short and long benches, loos footed main etc. A common set of ISAF-formatted rules describing how to make a Knarr to be approved in Norway in a clear and unambiguous way, would make it easier to get the ISAF-formatted rules approved by the general meeting. It is not sensible, that boat builders or spar makers has to look in different appendixes, prescriptions or notes, to see what each country do allow or not allow. We recommend this to be shown at the actual paragraph and items in question to avoid misunderstanding and mistakes.

On this background, Norway agreed not to put their proposal regarding compensation weights in alu spars up for a vote.

Instead, it was decided that the IKATC go through the ISAF-formatted rules and all the local differences as submitted to the IKATC chairman and see if David's proposal can be implemented. As in-put to this work all countries must send information of their national rules to the IKATC chairman without much delay.

The Norwegian proposal for compensation weight will be part of this work and a first draft of new ISAF-formatted rules including local differences is expected to be ready by the end of the year.

2.3 Rule change proposals National Prescriptions

It was discussed to remind that that IKA should in advance be informed to comment future proposals for rule changes, including pure national prescriptions. The intension is for pure national prescriptions should be dealt with and approved by IKA-TC before implementation to keep the Knarr flees as equal as possible.

3. Other issues

3.1 Date for the next IKC 2016 in SF

St. Francis Yacht club first week of September from 3.9 to 10.9. 2016

3.2 Deed Of Trust

No issues or changes was proposed or discussed.

3.3 IKA Chairman

Since San Francisco is hosting the next IKC, Admiral Jon Perkins is the new IKA chairman.

3.4 Rocking

The issue of rocking observed on the IKC racecourse was discussed. Rocking is illegal according to rule 42. Admirals are to remind the sailors of this. It is a matter of self-justice but if it does not stop, the US threatened bringing their protest jury on the water during the next IKC. Other proposals were to take a video and put it in a protest.

3.5 IKC sailing instruction and Notice of Race templates.

Sailing instructions are written in the ISAF format for further use and will be put on the IKA dropbox.. (Peter B)

3.6 IKC 2015 boat adjustments

After the IKC we have discovered that the rig and other parts have been adjusted against the rules. It is something that we recommend to be addressed at the IKC 2016.

/Søren Killebæk