



## International Knarr Association

### Admirals Meeting 2022

Friday 12 AUG 2022 at the committee room at RDYC, Rungsted

#### I. Roll Call

In Attendance:

From Norway: Lars Jårvik (Admiral), Alexander Arnesen (Vice Admiral) and Morten H. Haugerud (Technical Committee Representative).

From US: Mike Ratiani (Admiral), John Buestad (Technical Committee Representative) and Risley Sams (Acting Secretary).

From Denmark: Per Flemming Christensen (IKA Chairman & Admiral), Morten Reinhold (Technical Committee Representative) and Jes Thomsen (Technical Committee Representative & IKA Technical Committee Chairman).

#### II. IKA Chairman's welcome and introductions

*Per Flemming* welcomed everyone and asked Jes Thomsen to take us through the agenda. Despite Covid and 2-year hiatus, the IKA has been busy so, lots to go over.

#### III. Approval of 2019 General Meeting minutes

9:26 AM – Motion presented to approve the previous IKA meeting minutes; it was noted that they had already been approved via email previously. Motion was then put forward to reapprove the minutes. All were in favor: Minutes from last meeting reapproved.

#### IV. Admiral's Reports

*Denmark/Per Fl. Christensen* says that the class in Denmark is in the best shape ever, especially after the making the boats more even for the IKC thanks to Henrik Søderlund. In Denmark the fleet consists of a total of 91 Knarrs, hereof 29 wooden boats. 35-40 are actively racing.

*Norway/Lars Jårvik* says the Bergen fleet has more aluminum masts, but fleet is not growing, Wood boats falling apart, glass boats are in better shape. Racing boats are in good shape that they do have are in good shape. He says in order to have a 21 boat IKC next year, that they will have to bring over 3 boats by trailer from Oslo.

*Alexander Arnesen* said that the Oslo fleet owns two glass boats and will trailer them over for 2023 IKC. Lars also said that the Bergen fleet use the beginning and end of the race season for family racing, instead of more qualifiers to increase family participation. Norwegian Championship was in Bergen. Went well started in stormy weather and one boat grounded: wooden No. 96. Several broken masts. Will continue with the same organization for the 2023 IKC. *Alexander* gave

us an update on the boat situation in Oslo. He said that one of their biggest issues is with recruiting new sailors, says that they are competing with Express class. After Express, Knarr is the 2<sup>nd</sup> largest onedesign class in Oslo. 12-17 Knarrs in the Tuesday night series. NKK has two Knarrs for loan/rent; cooperate with the Royal Norwegian Yacht Club (KNS). This generates interest from experienced sailors. Newer owners seem to be more interested in cruising. Lots of work done in restoring wooden boats and convincing them to buy aluminum masts which they are still hesitant to do with the wooden boats. 15 boats to race in IKC qualification, raise to 20 by the next IKC. It is necessary to get more attention from KNS about the Knarr class.

*US/Mike Ratiani* updated everyone on the status of the SF Fleet. 36 total boats, active 13 or 14, 35 with aluminum masts with two spare masts owned by the fleet are always available, 12-16 boats, Wednesday night series. "Off the wall"-series during Covid was great but hard to repeat due to permitting issues, which we did not have during covid. Over the last few years, the US has renovated boats and upgraded boats; rudder issues remain. Mike was positive. Discussed the rules and measurements (9-point certificate) and enforcement. When we have IKC we target for 25 Boats at St. Francis YC, Commodore will be Chris Perkins, so we will have lots of support from the YC.

V. **Knarr International Class Rules - Adoption of proposed changes**

*Jes Thomsen* said that the amendments to the Class rules on the agenda have been worked on for the last two years. We have many to go through and formally approve today, which is the first post-Covid possibility to physically meet. The meeting minutes here are in order of the agenda sent out ahead of the meeting.

a. *Mandatory jib winches also on wooden Knarrs (from Denmark)*

New text in *italics*:

D.10.1 FITTINGS

(a) MANDATORY

The following fittings shall be positioned in accordance with the measurement diagram *or as stated below*:

(7) Jib sheet winches *placed outside the cockpit coaming with crank handles placed under the deck. Length of handles must be min. 200 mm. The position of the winches is free.*

**This passed unanimously.**

b. *Use of jib winches*

i) From Norway:

*C 9.8 (a) (2). The jib shall be hauled with the help of winches placed outside the cockpit coaming and crank handles under the deck.*

The sheeting point on the deck is free, not how the jib is hauled; it is hauled by the jib winch, as originally stated in Blue Book 1989. Reason for the proposal: It is agreed internationally that the Knarr shall be supplied with and have jib-winch on the deck outside the cockpit coaming with crank handles under deck. As before, this should be stated in the Knarr International Class Rules. [Revised wording passed under item V (a) above.]

The fact that this rule has to be included is also important for maintaining the intentions of the 'ISAF-formatted' rules: "Keep the Knarr as a one-design-class". The current rule C 9. 8 (a) (2) "The sheeting of the jib is free", is according to the earlier Blue Book 1989 rule 15.3.1 "The sheeting of the jib is free". However, the meaning of this is that the position of the sheeting point on the deck is free, not how the jib is hauled; it is hauled by the jib winch, as stated in Blue Book 1989 15.3.2

- ii) From Denmark a proposal for an alternative wording:  
*C 9.8 (a) (2) The jib shall be hauled with the help of winches placed outside the cockpit coaming or placed on the cabin top.*

*Jes* said that it was a fact that several Danish Knarrs utilized the halyard winches on the cabin top for jib sheeting. Hard to go back on, and the above proposed wording was passed at the 2021 Danish AGM.

*Morten Heldal Haugerud* said we need to keep the boats as even as possible.

*Alexander* asked and everyone agreed that boats must be "similar as possible" to sail in all 3 countries. So, then *Alexander* said, that we should sail them all the same way, so the Danes should not use the cabin top winches, at least during the IKC.

*Morten Reinhold* argued that because the new rule D.10.1 (a) 7 is mandatory (see above) the boats, also at IKC, can be sailed in the same way as the Norwegians like it to be i.e. using the winches at the cockpit coaming. So, therefore the Danish proposal should be adopted because lots of Danish boats utilizes winches on the cabin top. *Per* said, he believes that we should be able to use winches at the cabin top.

Voted: b (i) winches on the coaming only is an international rule and b (ii) cabin top winches in addition is a Danish National Prescription and **passed unanimously** at 10:13.

c. *Class rules variations and advertising (from Denmark)*

A.6 CLASS RULES VARIATIONS

A.6.1 These class rules shall not be varied by the notice of racing or the sailing instructions except as provided by A.6.2.

A.6.2 At the International Knarr Championship and at National Championships these class rules may be varied by the notice of racing and only with the agreement of the ICA.

This was **voted on and passed** at approximately 10:17am

C.4 ADVERTISING

C.4.1 LIMITATIONS

In accordance with WS Regulation 20.5.1, no **commercial** advertising shall be displayed pursuant to WS Regulation 20.3.2 (Advertising chosen by the Person in Charge on hulls, spars and sails).

At national championships it may be appropriate to allow or require advertising, most likely by the organizers, who may have signed a main sponsor, and therefore this will be possible cf. the new A.6.2.

It was unanimous that we should not allow sailors to put commercial advertisements on their sails (during regular season) so decided to change to no "commercial" advertising (inserted in

blue above), All agreed (passed) but Mike asked about US 128 and their logo on their sails. Jes asked if this was advertising? Mike said no, because it is a personal logo, and he says he uses it so his wife can see it from the shore. Undecided, Jes said he needs to look into the World Sailing rules on this. Alexander asked if it would be OK to use Knarr.no, Knarr.us and Knarr.dk on sails to promote the fleet. Everyone said this is fine to promote our fleet. After a LOT of back and forth, Jes said that the World Sailing Regulation referred to do not permit commercial advertising and that personal logos may fall under this “commercial” category, and therefore logos may not be permitted. **Agreed regardless** because of the World Sailing Rule at 10:27AM.

Added after the meeting: World Sailing definition: "Advertising" a name, logo, slogan, description, depiction, a variation or distortion thereof, or any other form of communication that promotes an organization, person, product, service, brand or idea so as to call attention to it or to persuade persons or organizations to buy, approve or otherwise support it.

[https://www.sailing.org/tools/documents/2017AdvertisingCodeRegulation20-\[21690\].pdf](https://www.sailing.org/tools/documents/2017AdvertisingCodeRegulation20-[21690].pdf)

*d. Interpretation of and approval of amendments to the class rules (from Denmark)*

A.7 CLASS RULES INTERPRETATION

A.7.1 Interpretation of class rules shall be made by the ICA.

A.7.2 Interpretation of national prescriptions shall be made by the relevant NCA.

The addition of A.7.1 will mean that it is established that interpretations of the class rules take place under the auspices of IKA and not - as it may be now - with each of the national authorities under World Sailing. This will ensure uniformity in all countries.

Interpretation of national prescriptions (A.7.2) must naturally take place nationally, i.e. under the auspices of the respective Knarr clubs.

A.8 CLASS RULES AMENDMENTS

A.8.1 Amendments to these class rules are subject to the approval of the ICA.

This addition to the class rules themselves is necessary to stipulate, that changes to the class rules must be made under the auspices of IKA.

Motion put forward **all agreed, Passed** 10:30AM

*e. New rule defining the height of the cockpit sole (from Denmark)*

C.8.6 Cockpit sole

(1) FOR USE:

*Floorboards must be fitted in the cockpit.*

(a) **MANDATORY:**

(1) *Floorboards must be made of plywood or solid wood.*

(2) *For the GRP-Knarr the top of the floorboards must be flush with the cockpit sole.*

(b) **OPTIONAL:**

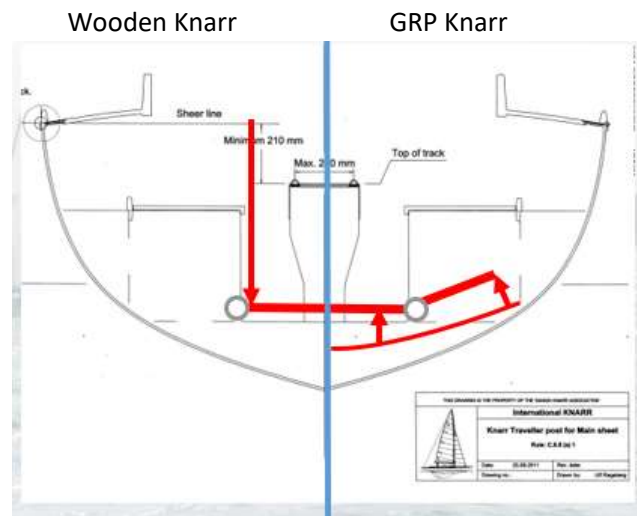
*Raised cockpit sole is permitted.*

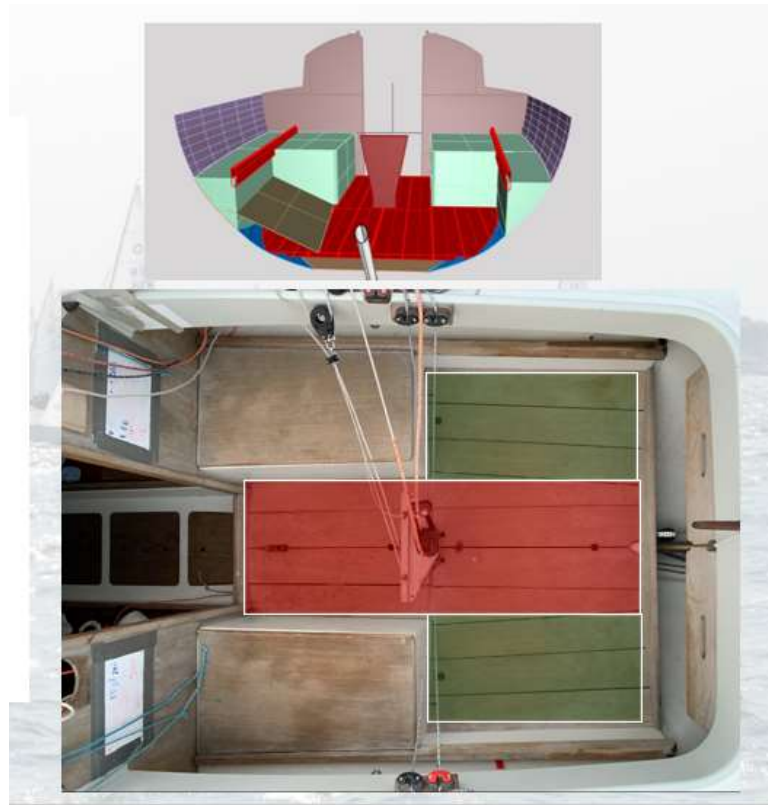
- 1) *For the wooden-Knarr the top of the cockpit sole must be minimum 610 mm below the sheerline measured at the position of the barney post. The cockpit sole must be parallel with the waterline.*
- 2) *For the GRP-Knarr the top of the raised cockpit sole must be maximum 80 mm above the GRP-cockpit sole.*

In the current class rules, there is no definition of the cockpit sole or floorboards. For the GRP-Knarr the cockpit sole is defined by the moulded inner section, but there is no mention of floorboards. In several GRP-Knarrs an extra teak sole of different heights has been fitted on top of the GRP-sole.

The purpose of this proposal is to set a limit on the height of the floor in the cockpit. This prevents "high-floor" solutions as in Soling, Yngling & Starboats.

The original intention of the cockpit of the Knarr, both in terms of design and function, will be maintained.





The Danish Technical Committee has performed extensive measurements, and the proposed rule will absorb all current Danish Knarrs without any need for modification, both wooden- and GRP-built. The same is believed to apply to both US and Norwegian Knarrs.

*John B* said we should amend drawing W using distance to the floorboard from the sheerline on both wooden and GRP Knarrs which would be simpler to explain to the US sailors. *Jes* slightly disagreed because the GRP-cockpit sole is defined by the moulded inner section and is thus an easy fixed point for measuring. Again, all agreed, we can discuss locally the measuring practice as long as the measurement is the same across all boats. (Assign a task to someone to amend the drawings.) **All agreed** (10:37am)

*f. Amendment of the rule regarding hiking (from Denmark - 2019)*

*C.2 CREW*

*(....)*

*C.2.3 PLACEMENT*

*(b) The center of body gravity must always be inside the toe rail (sheer line) or the vertical line up from the sheer line when heeled.*

The purpose of this proposal is for better and easier policing the rule regarding hiking, which is performed in various ways, by amending the term from "...further out over the sheer line than the middle of the thigh".

*Jes* said that as per *C.2.3 (a)* it is forbidden to use any apparatus etc. where the purpose is to support or assist in supporting a member of the crew outboard or partially outboard, and the

new rule is also with the intention to accommodate the US way of hiking, especially the 4<sup>th</sup> man, who could be lying down. *Mike* disagreed, people don't lay down anymore, those might be old pictures and we do sit on the rail as well as our bench seats in the USA. The US group did not like this definition and **motion was postponed**. Admirals asked for *US to develop a rule* and write it as the other Admirals were trying to help us define what hiking is.

g. *Change of abbreviation for International Class Association – ICA.*

#### A.2 ABBREVIATIONS

##### A.2.1

*IKA International Knarr Association*

**Passed**

## VI. **New national prescriptions 2019 - 22**

Report from IKA Technical Committee and formal adoption of the following national prescriptions introduced:

- a) Danish national prescription – *barney post*  
Passed at the extraordinary general meeting of Danish Knarr Association 4<sup>th</sup> May 2022

#### C. 8.6 BARNEY (Traveler) POST

##### (a) MANDATORY:

- (1) A barney post shall be fitted.
- (2) The post shall be fitted in accordance with Drawing "W".
  - (a) For the wooden Knarr the forward part of the post shall be 770 mm +/- 50 mm from the main bulkhead.
  - (b) For the GRP Knarr the post shall be fitted in the recess in the cockpit sole.
- (3) The general shape of the post shall be as depicted in plan W.
- (4) The height of any part of the post or an attachment shall be minimum 90 mm below the sheer line.
- (5) Material of post and attachment shall be wood.

##### (b) OPTIONAL:

- (1) A traveler or other device(s) not to exceed 200 mm of adjustment of the main sheeting. For posts which height cf. C.8.6 (a) (4) is less than 210 mm below the sheer line, the adjustment of the main sheeting must not exceed 170 mm.
- (2) An attachment may be fitted on top of the post.

The dimensions of attachment, reinforcements and fittings combined must athwartship not exceed 360 mm and for-and-aft 250 mm.  
Reinforcements of any material for the attachment and fittings may be fixed to the post.
- (3) Fittings for setting the mainsheet, traveler and backstay adjustment.  
All fittings shall be commercially available.

*Alexander* said that he felt that the Danes had not consulted the Norwegians on the new design and the Norwegians had no input. *Jes* replied that in Denmark the current rule (in the 2020-rule

book) has never been ratified, and without this national prescription all Danish boats would be out of compliance.

In the future we should have an informal discussion within the IKA T.C. about new ideas in advance.

b) Danish national prescription – *Sheeting the main*

Passed at the extraordinary general meeting of Danish Knarr Association 4<sup>th</sup> May 2022

C.9.8 RUNNING RIGGING

(1) The mainsail shall be sheeted from the barney post.

(a) The sheeting point(s) on the post or attachment must not be higher than 60 mm below the sheer line.

(b) The height of the sheeting point(s) for other device(s) cf. C.8.6 (b) (1) must not exceed the height cf. C.8.6.(a) (4)

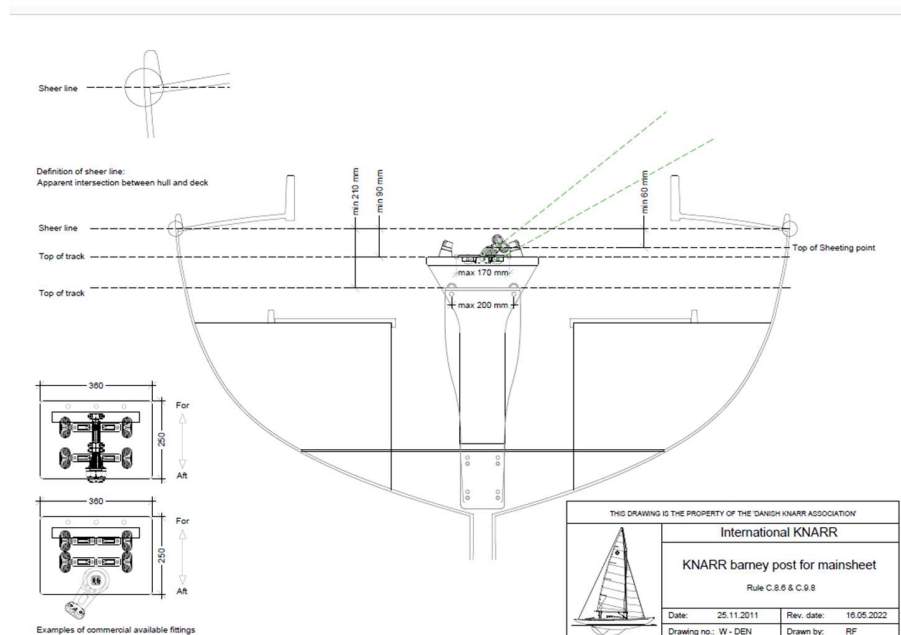
(c) The sheeting point(s) shall be defined as the fixed point(s) of the sheeting system, at which the sheeting is connected.

(2) The design and the purchase of the sheeting system is free.

(3) All parts of the sheeting system not running between the sheeting point(s) shall be below deck level.

(4) The tailing end(s) may be led to cleat(s) or jammer(s), the position of which is free.

(5) If more than one sheeting block on the boom is used, the distance between the centers of the blocks situated furthest from each other shall not exceed 250 mm.





c) US national prescription – *barney post*  
Adopted February 22, 2022

I. Enlarging the footpegs – amendment of existing national prescription  
C.8.6

US national prescription:

Dimensions of the barney post shall have the general shape as depicted in the drawing “W” but may be enlarged to accommodate a larger traveler car, provided the travel is limited to 200 mm max. Footpegs may be affixed to the ends of the barney post no larger than 70 mm x 230 mm

II. Height of barney post

C.9.8 (a) (1)

The height of minimum measurement at the top surface shall be no less than 160 mm below the Sheer Line

d) US national prescription – *3Di sails*  
Adopted February 22, 2022

G 3.2

US NATIONAL Prescription: The use of 3Di sails is allowed. The total dry weight of the mainsail, including battens, shall be at least 9.07 kg. (20 pounds). This does not modify the sailcloth weight as stated in G.3.2.a

G 4.1

US NATIONAL Prescription: The use of 3Di sails is allowed. The total dry weight of the jib, including battens, shall be at least 4.76 kg (10.5 pounds). This does not modify the sailcloth weight as stated in G.4.1.a

*Mike* spoke for several minutes on the fact that a few sets were ordered, and we did not want a revolution to occur. He also said that 3Di meet the “Woven Cloth” definition as per World Sailing as well as we weigh in the sails. He also said that the majority of the fleet is still sailing with original sail material.

e) US national prescription – *rudder*  
Adopted February 22, 2022

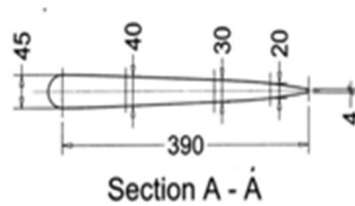
E.4.2

The rudder shall be in accordance with Plan G; the trailing edge will have a minimum thickness of 4 mm. All dimensions are the minimum.

E.4.3

The SFBKA has a licensed manufacturer of a molded rudder.

Adopted drawing Section A-A to Plan G.



VII. **Rudders**

The IKA Technical Committee originally proposed a new rudder rule, which was not passed at the Danish AGM. A bunch of rudders have been measured in the US and in Denmark, the results of which were given to the IKA Technical Committee.

*Jes* said the IKA T. C. had a meeting here at the IKC while waiting for wind, and he thinks that we will have a rule that all three countries can adhere to for both wooden and GRP Knarrs. Very political in Denmark (and USA). US have a licensed builder in Canada, who have now made 8-9 new rudders which will be absorbed by the new rule. No decision yet but the IKA T.C. thinks we will be getting there very soon.

If this new rule proposed by the IKA T. C. is passed by the fleets, then the US National Prescription will be supplanted by the new international rule.

VIII. **Articles of the IKA – Adoption of the proposed changes introducing the national Prescriptions**

*Mike* approved the changes, *Lars* agreed with them; *Per* approved. **Passed at 11:14am**

IX. **Information from Norway of the state / status of the moulds – and what the future may bring.**

*Alexander* informed about the rescuing of the molds, which still are in Germany. Christian Schneidereit is hard to communicate with. Bring molds to Norway. Can be transported at a cost to Esbjerg, Denmark from where a Seatrans cargo vessel by Johan Hvide can take them for permanent store more properly at Seatrans' facility at Haugesund, Norway. No builder interested in building boats now so best to store.

*Alexander* asked, do we want to spend the money to save the molds for future generations or no more Knarrs, ever? \$15,000 is the budget sum, 3 lorries and 1 container to move it. *Alexander* asked to split the expenses between the three countries. Norway owns the molds and will pass the ownership to the IKA when transported away from the German shipyard. Norway asks that each country raise \$5,000. Each Admiralty will need to present to their respective fleets. Report back by mid-September. Everyone agreed this was a good idea and that we should get on this right away by asking each fleet to raise \$5,000. If there are positive response from the three fleets *Alexander* will update the budget.

X. **Deed of trust.**

A spelling error in the deed of trust section J to be corrected. **All Agreed (11:40am)-**

*Mike* brought up that in Section 1, proposed to get rid of Germany. All agreed to keep Germany in.

*Per* said that planning of the Lay Day shall be more flexible e.g. because of the wind conditions seen at IKC52. *Jes* suggested that we change the NOR and SI's, not the Deed of Trust. We recommend the organizer adds this flexibility to the SI and NOR.

*Mike* also brought up that you as per the Deed of Trust can bring a Pro on board during 75% of qualifiers. Add we can't pay for them. Also, no professional coach on the water at IKC. Needs to say it in the Deed of Trust. *US to come up with the Wording*. **All agreed that coaching is not allowed in the IKC.** Coaching at national racing is up to each country.

XI. **Any other business.**

Feedback from Norwegian IKC: In 2017 *Alexander* brought up that they got feedback that was negative due to boat condition, especially from the Danes. *Jes* responded that we do know that other countries have their limitations which need to be clearly communicated. Oslo said that IKC is hard to put on and asked the Danish Admiral to help manage expectations.

*Jes* brought up for discussion what the IKA T.C. are for. Need to stop being reactive in accommodating the class rules to reality. Everyone must adhere to the class rules as they are. The US' 9-point certificate is a good start and may be adopted in the other countries. The principle of "Ask before digging" must be the norm prior to making any changes to the boats – do not just do it. The IKA Technical Committee needs backing from Admirals. We need to make the class rules clearer in many places. Head a working party to go through the class rules. Tighten them so that people can't change the Knarr in many ways. No arms race. In 'difficult cases' the measurer and national T.C. should ask IKA T.C. for guidance. IKA T.C. wish some authority to lay down the rules and that the Admiralties back them up.

To avoid doubt in the intension and wording of the NOR and SI for future IKC's, it was agreed to circulate drafts in advance for comments by the Admirals and IKA T.C.

**Meeting Adjourned 12:31PM**

The chairmanship of the IKA passed to the Norwegian Admiral, Lars Jårvik.

Minutes by Risely Sams / 17 AUG 2022  
Approved by all 29 OCT 2022