



## **IKA Admiral's Meeting**

Monday September 4, 2024

### ***Attendees:***

Per Flemming Christensen, Denmark; Geir Myre, Morten Heldal Haugerud & Jørgen Stang Heffermehl, Norway; Risley Sams & Chris Kelly, USA. Terry Anderlini, USA Long Term Planning Committee. Jes Thomsen, IKA T.C. Chairman. Sophia Sole, notetaker.

**Regrets:** John Buestad, USA.

### ***Meeting Minutes:***

#### **(1) Fleet's State of the Union**

##### Norway

Oslo

- Fleet of 17 Active Boats (sometimes a bit more)
  - 6 – 7 Aluminum Masts (all other wooden)
- Racing:
  - Summer (May to June) –
    - 12 – 15 Boats for Tuesday Night Racing
    - Weekend Races (less popular)
  - Fall (August to September) -
    - Weeknight races until September
    - 1 weekend races
  - All races count for qualifiers
- Charter Boat owned by the club (Royal Norwegian Yacht Club) / Norwegian Knarr Association East
  - Use to get people into the group
  - Has been very popular
  - One of the best things they have done to recruit good sailors
  - Last year they had two boats to borrow
  - RNYC owns the docks and reduced the dock fee for Knarr sailors (so long as they volunteer for other club activities)
- Participation is flat, but level is rising
- Have been the largest class in the Norwegian Nationals for decades
- Have someone currently working to restore Knarrs (have since restored two)
- Admirals change in March

Bergen

- Have new board (1 New Knarr Sailor and 1 Veteran)
- After second sailing series they have small event after
- Bought a Club Boat (has an aluminum mast)
  - Sold the last club boat to the last member who wants to sail
  - Same intention with this boat
- 17 Active Boats (16 Aluminum masts)

- Some boats in the shed that sailable
- But still working on restoring others
- Most boats are quite good
- Struggling with led in the mast
- Wooden boats have lots of hidden problems in the keel (around ~\$100k to fix the boats)
- Tuesday night racing report that is shared among the fleet (goal of pulling up the level of the fleet)
  - Very focused on knowledge sharing
- Racing:
  - Beginning of May to End of June
  - Start up in August and sail end of September
  - 2 races in the evening on weeknights
  - 3 weekend racing
  - Participate in the National Championship in the East (haul boats over on trailer)

### Denmark

- 80 Boats, 40 Active (of the 40 active boats only 1 is wood)
  - All of them near Copenhagen
  - No wooden mast racing anymore
  - All 35 boats for prior IKC were upgraded to match and are in top condition
  - Clean bottoms before races
- Sail all year (climate is milder)
  - Winter training has been very successful for the past 2 years
  - Boats in the water all year
- Racing
  - Tuesday / Thursday racing
    - 10 – 12 on Tuesdays (Rungsted)
    - 20 – 30 on Thursdays (Skovshoved)
  - All qualifying races have 23 – 35 boats racing
- Charter Boats
  - People have been buying charters since they have a shortage of fiber glass boats
  - Only have one fiber glass boat for sale right now and several people want to buy one
- Competition is high - have been able to attract top sailors from other classes
  - Good comradery on the docks
  - Have Facebook group for crew
  - People always looking for crew on the docks during Tuesday / Thursday racing
- Admiral elected in November; does not change every year (re-election possible).

### San Francisco, USA

- 35 Boats in the Bay Area, 27 are in race shape
  - Don't have a deep bench of extra boats
  - Have 12 – 15 people on the line for most regattas
  - Have 20 good race boats (more wood boats than glass)
  - 100% Aluminum Spars
- Thanks to the measurer (Chris Kelly) and John Buestad added a lot of transparency to the fleet

- All racing boats have been weighed
- Certified 10 measurements on the boat
- Measurement Certificates are posted on website
- Boat Owner is responsible for maintaining their certifications
- Long Range planning committee started to get more people on the line (see below for more details)
- Boats for Sale
  - Knarr 135 for sale no one was buying it – John Perkins bought it and sold it to Bradford Whitaker who will start racing it next year
  - Knarrs sell for \$30k (fiberglass), wooden boats go for less
- Competition has gotten a lot better; however, this means that we have a smaller group of people competing
  - Not losing sailors to other fleets people are just stopping to sail
  - Discouraging when people come into the fleet with a lot of money and spend a ton of money fixing up their boats – why there is a focus on measurement / priority on closing the gap between boats
- Admirals change in October

## **(2) Long Range Planning Committee**

- Goal – Energize the fleet
- Decision Makers met 3 times
  - First Meeting: just the skippers (21 – 22 people), how to make the class better, was 3 hours long, listened to suggestions
  - Second Meeting: just the crew, different responses than the crew
  - Third Meeting: all other people associated with the class (wives, girlfriends, alums)
- Themes that emerged
  - Social:
    - Want fleet to be more fun and friendly
    - Bringing back parties (themed) + prizes for best costumes
  - Community Engagement:
    - Need to focus more communication (fleet directory, better website, crew lists etc.)
    - There are a lot of alumni and need to reengage them (they enjoy the comradery of the fleet)
  - Improving the Level of the Fleet
    - Mini IKC: Have an event and have people rotate boats, helps boat owners learn how they can improve their boats
    - Add a wild card for the IKC qualifier (put Bingo balls in the every regatta registration basket and at the end of the season have a random draw)
  - Sportsmanship Issue:
    - Lots of Tactics yelling at other boats
    - Telling Skippers to say something to their crews when it was not appropriate
    - Emailed skippers during the first 4 regattas to reminding them to keep their crews under control
    - This feedback was coming from Crews + Others Affiliated with the fleets
  - Training Sessions
    - Seminars at sailmaker where they can learn how to better handle the sails

- Have veterans (Russ, Randy, JP, Chris etc.) teach younger members
  - Partnerships / Charter
    - If a boat owner wants to sell find them a charter or a partner instead
- Discussion
  - Focus on getting younger members + females into the fleet
  - In Denmark, have board member's daughter joining the fleet
  - Train crews who then end up buying boats
  - Associations need help facilitate coaching + make it as easy as possible

### (3) IKA Articles of Association

- All countries have passed the proposal to amend the Articles of Association to allow for minor changes to the rules without formal approval by the National Associations, and the Admirals approved this in their extraordinary meeting in May as follows:

**Management.** Article 4 (c)–Proposals for minor changes of the class rules not deviating from the principle of the Knarr being a one-design class, submitted and recommended by the IKA Technical Committee, may be decided by the Executive Committee. The chairman of the IKA Technical Committee must be advised in writing of the decision within two weeks of their vote.

### (4) Amendment to the IKC Deed of Trust as proposed by Per Flemming

**3. D. Boats** *The host country will make available the necessary number of boats complete with sails. All participating boats and sails must comply with Knarr International Class Rules, including the host country's national prescriptions.*

- When you race in another country, you must follow the host country's prescriptions
  - Norway (led in the mast)
  - SF (no drawers in the back of the boats)
  - Denmark (winches)
- To be added to the deed of trust for future reasons
- Risley puts the motion forward to adopt **"including the host country's national prescriptions"**
  - Norway would be willing to vote yes if visitors for the IKC receive a list of relevant national prescriptions (ex – hiking in SF)
    - Host country will do their best to add the relevant national prescriptions to the sailing instructions
  - **Motion passed**

### (5) Report from the IKA Technical Committee

- No proposals to change the international class rules in the past year
- One virtual meeting in January where they discussed limiting the number of national prescriptions (to keep the rules as similar as possible)
- Minor amendments to some national prescriptions have been adopted – see appendix to the 2024-rules version.

- IKA Technical Committee currently working through many minor amendments to the international rules. To be proposed for approval by the Admirals in due course. Target by the end of the year.
- Randy arranged 3D scan of keel (in Germany with the rest of the molds)
  - Ownership passed by Randy to the IKA (Technical Committee)
  - Have considered making templates off this so that they can measure the keel
- Have made templates for rudders in Denmark (they have been used and are working correctly). Rudder templates have been made in SF also.
- Good working relationship in the committee
  - Trying to speed up as much as possible through more virtual meetings.

## **(6) Discussion on the use of electronics (while racing)**

- Possibility of having smart devices – state of current conversation
- Discovered that Etchells class is going through the same thing
  - They are doing a trial period
  - Knarr Fleet has similar rules to the Etchells fleet
  - Etchells sailors are enthusiastic about it
- Is this something we want to introduce? What are the implications? How should we introduce it? If we want it, do we want it now? What does it add to the sailing?
  - Positives: System will be able to track all early starters (may be fairer), price of electronics is much lower than what it once was, after racing you are able to go home and download all your information
  - Negatives: Potential to change the way we are sailing, do we want the ability to see how close you are to the line based on a screen, Electronics are not cheap
- Individual Implication vs Race Administrative Applications
- Plan of action:
  - Go back to respective fleets and have a discussion (hear pros / cons)
  - Watch what other fleets are doing (ex – Etchells)
  - Create an initial rule (maybe an honor system)

## **(7) Other Business**

- Find common sponsor for the fleet with particular emphasis on IKC (ex – Helly Hansen, North Sails)
  - Would be a good foundation for other sponsors
- Molds for Knarrs belong to Norwegian Knarr Association
  - They are still in Germany. The molds for the inside are still in good shape. The steel parts for the hull mold are in bad condition.
    - There are 12 molds
  - Molds need to be moved to Esbjerg, Denmark from where a Seatrans-vessel (shipowner is Johan Hvide, ON 143) will bring them to the base in Norway for storage for free, but the movewill cost a lot of money. Norwegian Knarr Association does not find it worthwhile to finance moving them (will cost \$5 - \$6k)
  - Need to consider how many people are considering buying more glass fiber boats (maybe not now, but in the future)
  - How to keep it going?
    - Take scans of the Danish boat used as the plug (OD 66)?

- Buy the molds and bring them back to Norway
- Norway did not make any money from the sale of club/charter boats (had to pay for insurance etc.)
- SF Knarr Admiral to talk to his Admiralty

**Meeting adjourned and the chairmanship passed to the Danish Admiral, Per Fl. Christensen.**