



International Knarr Championship

Deed of Trust 2025

1.

The purpose of the International Knarr Championship (IKC) is to provide a competition between friends united by their love of the Knarr. While it is a competition, all participants should enter the championships pledging to be the best sportsmen possible in their relations with each other and in the handling of the boats.

The Championship shall be held every year, alternating between the USA, Denmark and Norway. The first Championship will be held in the United States, at San Francisco, California in 1969.

In the event the German Knarr fleet achieves eligibility for membership of the International Knarr Association (IKA), Germany shall be included into the rotation as a host country every fourth year, beginning in its first year of such eligibility following an IKC hosted by the USA. Following Germany's first hosted IKC, the ordering of host countries will continue in its previously established sequence.

2.

A. **Eligibility**

The host country shall decide the number of skippers with crew. The visiting countries shall each be granted a minimum of five berths for their skippers with crew. The host country may enter up to twice the number of skippers with crew as each of the visiting countries.

In the IKC competition at least one member of each qualifying team has to be at least a 1/3rd owner in the boat that the team sailed to qualify with. In the event of a bona fide charterer skippering in their entire IKC qualification series the ownership restriction may be waived by the Admiralty of the qualifying skipper's country. If a co-skipper arrangement is in place for the qualification series, one skipper must be selected prior to the IKC and shall act as skipper for the duration of the IKC in question.

The champion of the previous year shall also be invited to participate provided that he is a Knarr owner of at least 1/3rd of a sailing Knarr at the time of the regatta. The ownership requirement may be waived by the Admiralty of the champion's country. If the previous year's champion does not sail in the regatta, the country of the defending champion shall be granted an additional berth in the regatta.

Skippers must be members of a National Knarr Association.

Beginning with the IKC in 2008, and every subsequent year until it achieves host country eligibility status as provided in Rule 1, Germany will be entitled to one entry in the Norwegian, USA and Danish hosted IKC's, provided each of the following requirements has first been satisfied: (i) Germany establishes and maintains a one design Knarr class and association, accepting the Knarr International Class rules; (ii) Germany's established Knarr class association has an IKC qualifying series of at least 4 races with at least 5 boats

competing for the entry in the upcoming IKC; and (iii) Germany's established Knarr class association accepts and adopts the IKC Deed of Trust in its entirety. Should one German team enter, the total number of IKC-contestants will increase with one berth.

B. Notice

The visiting countries shall advise the host country of the names of the skippers that they will send before 1st April in the regatta year. If a visiting country advises the host country that they will not be filling their quota, then the host shall promptly offer any vacancies to the other visiting country. If there are several other visiting countries, the country to receive the offer is to be decided by draw. If there are still unfilled berths after making the offer to the visiting countries, then the said berths may be filled by skippers who raced in their own country's elimination series. If a vacancy is not filled by a qualified visiting skipper, then it shall be filled by the highest qualifying skipper from the host country.

C. Selections

Each country's National Knarr Association will decide the system to be used in selecting their participants.

D. Professional competitors

No professional sailor, as defined below, shall be permitted to sail in an IKC as skipper or crew, unless that person has sailed in 75% of the IKC qualifying races for that year. If the defending champion has not sailed the qualification races of the defending year, the crew he brings along shall meet the requirements of the rule.

A professional sailor is defined as a Group 3 competitor according to the World Sailing Sailor Classification Code being in force at the time of the IKC.

E. Responsibility of Skippers entering the IKC

If the team includes a professional sailor as either skipper and/or crew, as defined under Rule 2D, the Admiral of the host country request that the Skipper in writing provide the dates of qualifying races these sailors crewed and/or skippered. This written response will be shared with the Admirals being the executive committee of the IKA for joint determination on eligibility.

The joint Admirals may at any time before and during the IKC, without any explanation, ask any skippers for a written detailed explanation of competitor qualification under Rule 2D, and a list of the qualifying races the sailor participated in. The written response will be shared with the Admirals for determination on eligibility and thereby penalty.

3.

A. Regatta Conditions

The Championship shall be decided by a regatta of four (4) completed races and a maximum of fifteen (15) scheduled races. The host country shall determine the number of scheduled races to be sailed with the above limitations. There might be a tune-up race if the host country so decides. If six (6) races are completed, there will be one (1) throw-out, if nine (9) races are completed, there will be two (2) throw-outs and if thirteen (13) races are completed, there will be three (3) throw-outs. The Championship shall last 6-8 days and include a lay-day.

B. Courses

The courses shall, if the racing area permits, be of the "Knarr"-style. Port courses have preference.

C. Committees

The host country will provide the required committees to conduct the regatta.

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.

- E. Draw of boats**
The boats will be drawn by lot for each scheduled day of the regatta in an equitable manner. The crew must race the boat drawn for the scheduled day.
- F. Standing rigging and running rigging**
With the exception of the backstay, tuning of the standing rigging during the regatta will not be allowed.
The boats must be raced in the condition provided by the owner and the technical committee. Sheets, sheeting systems, cleats, barber hauls, battens etc. shall not be changed or modified by the competitors. Violation of this will be protested and reported and may result in disqualification from this race or the whole IKC series.
- G. Substitution of boats or sails**
Substitution of boats and sails may not be made except in an emergency.
- H. Racing rules**
Racing rules shall be the current Racing Rules of Sailing (RRS) as issued by World Sailing and the Sailing Instructions, which shall include this Deed of Trust.
- I. Crew Limits**
The crew number shall be no less than three and no more than four, including the skipper. The crew number and members must be the same in all races. No member of the crew shall be substituted unless a written permission is obtained from the Race Committee the day before the race, or in case of acute illness, as soon as possible. A skipper must be replaced with a crewmember.
- J. Breakdowns – request for redress**
IKC-boats responsibility: The IKC-boats (ref 3D, 3E 3F and 3G) are supplied by the IKC technical committee being responsible for the boats. Consequently, the crew of the day is not responsible for the condition of the boat in case of equipment breakdown.
However, the crew may be responsible if the boat break, caused by violation of the sailing instructions with applying rules or improper handling.

A breakdown shown after the warning signal will not cause the starting procedure to be postponed.

Failure of supplied equipment
A boat disabled through no fault of her crew may request redress. Such boat must make every effort to finish the race, provided that further damage to the boat will not be incurred.

To request redress, the boat must display a yellow flag conspicuously in her rigging at the first reasonable opportunity after the breakdown and shall keep it displayed until acknowledged by the Race Committee. This is a change of RRS 61. The boat must file a written request in accordance with RRS 61.2.
- K. Coaching**
On-the-water coaching is prohibited. At any time during the Championship, coach boats shall not be allowed on or near the racecourse or be near any competitor, which includes whilst sailing to and from the racecourse and the time between races. Any violation of this rule will result in a penalty decided by the organizers but cannot exceed disqualification for that day's races.
- L. Items onboard**
All equipment, supplies or sailing gear shall remain on board from leaving the dock until after docking at the end of the day's races. Unless stated in the sailing instructions, this includes all and any trash. Dumping trash into the sea is always prohibited. Any violation of this rule will result in a penalty decided by the organizers but cannot exceed disqualification for that day's races.

M. Scoring

The scoring system shall be of the Low Point system type, except that RRS Appendix A9 is modified to read as follows:

If the protest committee decides to give redress by adjusting a boat's score for a race, it is advised to consider scoring her, according to a) or b) or c) in unprioritized order:

- a) points based on the position of the boat in the race at the time of the incident that justified redress; or
- b) points equal to the average, to the nearest tenth of a point (0.05 to be rounded upward), scored by the skipper
 - i) in races in the same boat; or
 - ii) in races before the race in question; or
 - iii) in all the races in the series except the race in question.
- c) The average of points scored by the boat in all races, except the race in question, added by the average of all points scored by the skipper in all races except the race in question, divided by two, to the nearest tenth of a point (0.05 to be rounded upward), viz. :
$$\frac{(\text{average boat score}) + (\text{average skipper score})}{2}$$

N. Protest committee

The members of the protest committee shall be able and qualified people.
The host country can provide a complete protest committee (minimum three members),
The visiting countries may appoint substituting or additional members.

4.

A. Trophy

The winner of the regatta shall be presented the perpetual International Knarr Championship Trophy.

- B.** It shall be the responsibility of the winner to keep the trophy safe and insured for replacement value. The winner shall also be responsible for delivering the trophy in the next host country in time for the next Championship regatta.

5.

A. Miscellaneous Provisions.

In the event the Knarr class expands to other countries, such countries shall have the right to compete for the Championship when eligibility for membership of the International Knarr Association has been achieved. Fitting other countries into the rotation is to be decided by the Executive committee of the IKA.

- B.** If the country next in line to hold the Championship declines to sponsor the event, the responsibility for sponsoring it shall pass to the next country in line.
- C.** Should the interest in the Knarr class wither, and no Championship be held for three consecutive years, the trophy shall become the property of the National Knarr Association of the country whose representatives have won it the most times. If a tie exists, the trophy shall belong to that country, whose representative won it most recently.

6. Deed of Trust.

Amendments or changes to this Deed of Trust may be effected only by two-thirds vote of the members of the IKA, each member casting one vote. In the event Germany becomes eligible to host the IKC as provided in Rule 1, changes to this Deed of Trust may be effected by a majority vote of the members of the IKA, each casting one vote, beginning in the first year following an IKC hosted by Germany.

REVISION HISTORY

Earlier revisions of the Deed of Trust are published in IKC-programs for the years 1975, 1986, 1987, 1991, 1993, 1995, 1997, 1998, 1999, 2000, 2001, 2002, 2006, 2007, 2011, 2014, 2016, 2017, 2018.

At the 48th International Knarr Championship, held in San Francisco in 2016, the Annual General Meeting of the IKA agreed upon the above revised edition taking effect from IKC 2017. Revisions were made in several places, primarily adjusting the text to the establishment in 2012 of the International Knarr Association (IKA), the scoring of breakdown points and a general brush up.

The IKA General Meeting IKC 2017 agreed on the revision of 3.J. and 3.K.c) with respect to breakdown and breakdown points.

Version 2019 – No changes from 2018

Version 2020 – No changes from 2019

Version 2023 – Spelling errors corrected ('RSS' to 'RRS' in several places).

Sec. 3.J first paragraph of 'Failure of supplied equipment' rewritten.

Addition of new clauses 3.K and 3.L. The current text in these clauses moved to 3.M and 3.N respectively.

Version 2024 – Sec. M: 'RRS Appendix A10' changed to 'RRS Appendix A9'.

Version 2025 – Sec. 3.D: Added 'including the host country's national prescriptions.

Sec. 3.J: 'RRS 60' changed to 'RRS 61'; '& RRS 62' deleted. 'RRS 62.2' changed to 'RRS 61.2'.

International Knarr Champions

<i>Year</i>	<i>Place</i>	<i>Champion</i>	<i>Country</i>
1969	San Francisco	Robert M. York	USA
1970	Copenhagen	Niels Johannsen	Denmark
1971	San Francisco	Knud Wibroe	USA
1972	Bergen	Mads Meisner Jensen	Denmark
1973	Copenhagen	Louis Schnakenburg	Denmark
1974	San Francisco	Duane Hines	USA
1975	Oslo	Lars Solberg	Norway
1976	Copenhagen	Christian Rasmussen	Denmark
1977	San Francisco	Lars Storm	Denmark
1978	Bergen	Lars Storm	Denmark
1979	Copenhagen	Christian Rasmussen	Denmark
1980	San Francisco	Lawrence Drew	USA
1981	Oslo	Alf Pehrsson	Denmark
1982	Copenhagen	David Holm	Denmark
1983	San Francisco	David Holm	Denmark
1984	Bergen	David Holm	Denmark
1985	Copenhagen	Jakob Holm	Denmark
1986	San Francisco	Frank Berg	Denmark
1987	Oslo	Frank Berg	Denmark
1988	Copenhagen	Frank Berg	Denmark
1989	San Francisco	Troels Bjerg	Denmark
1990	Bergen	Troels Bjerg	Denmark
1991	Copenhagen	Claus Hector	Denmark
1992	San Francisco	Chris Perkins	USA
1993	Oslo	Jens Pedersen	Denmark
1994	Copenhagen	Christian Rasmussen	Denmark
1995	San Francisco	Craig McCabe	USA
1996	Bergen	Morten Heldal Haugerud	Norway
1997	Copenhagen	Frank Berg	Denmark
1998	San Francisco	Jens Christensen	Denmark
1999	Oslo	Frank Berg	Denmark
2000	Copenhagen	Kim Bruhn-Petersen	Denmark
2001	San Francisco	Frank Berg	Denmark
2002	Bergen	Jon Perkins	USA
2003	Copenhagen	Kim Bruhn-Petersen	Denmark
2004	San Francisco	Chris Perkins	USA
2005	Oslo	Jon Perkins	USA
2006	Copenhagen	Søren Pehrsson	Denmark
2007	San Francisco	Chris Perkins	USA
2008	Bergen	Lars Gottfredsen	Denmark
2009	Copenhagen	Kim Bruhn-Petersen	Denmark
2010	San Francisco	Jon Perkins	USA
2011	Oslo	Jon Perkins	USA
2012	Copenhagen	Lars Gottfredsen	Denmark
2013	San Francisco	Søren Pehrsson	Denmark
2014	Bergen	Lars Gottfredsen	Denmark
2015	Copenhagen	Anders Myralf	Denmark
2016	San Francisco	Chris Perkins	USA
2017	Oslo	Lars Gottfredsen	Denmark
2018	(50 th) Copenhagen	Lars Gottfredsen	Denmark
2019	San Francisco	Lars Gottfredsen	Denmark
2020	Bergen	Not held due to COVID-19; postponed	
2021	Bergen	Not held due to COVID-19	
2022	Copenhagen	Morten Reinhold	Denmark
2023	Bergen	Jon Perkins	USA
2024	San Francisco	Jens Christensen	Denmark
2025	Copenhagen		