



KNARR

International Knarr Association

Admirals Meeting 2025

Monday 25th August 2025 at Royal Danish Yacht Club

Meeting started at 16:15 hrs.

In Attendance:

From Denmark:

Mads Freek Petersen (Admiral and IKA Chairman); Jes Thomsen (Danish Technical Committee Representative & IKA Technical Committee Chairman).

From Norway:

Torbjørn Eide (chairman, Bergen section of Norwegian Knarr Club), sitting in for Alexander Arnesen, Admiral; Morten Heldal Haugerud (Norwegian Technical Committee Representative).

From US:

Chris Perkins (US Fleet Admiral); Terry Anderlini (Long-range planning committee for US fleet).

1) Election of notetaker

Jes accepted the election.

2) Admirals' reports

a) San Francisco (Chris Perkins):

A certain downturn in participation is envisaged. Many owners keep their boats, but they do not participate in racing. There are boats for sale. The competition is tight, however, not as much as before. Some new sailors are attracted to the class.

Some GRP-Knarrs are dramatically improved, e.g. removing the deck, moving the mast forward, taking off the keel, replacing the rudder, incl. reshaping it, etc., etc., all to the tune of USD 100,000 – 150,000 (DKK 640,600 - 961,000; NOK 1,014,000 – 1,520,000). This type of cost, which enhances the racing performance of the boats, may leave others behind, and it may be the reason for the decline in participation.

The class rules are not being observed during the improvement work, and the class rules have not been enforced for some time, which is a problem. At this stage, it seems to be impossible to ask the owners to put their boats into compliance; however, the Admiralty may ask the owners of Knarrs with the manipulated rudders out of compliance to correct this. The larger non-compliant improvements will be harder to correct. About five Knarrs have undergone these improvements, which account for about 1/3rd of the active fleet. They may be protested, but no one is doing so, and in the event, it would ruin the class.

We will try to broaden the performance band within which improvements can be accepted.

The measures over the past few years have done considerable work, including weighing all boats, measuring keel and rudder thicknesses and determining the location of masts, so we have a lot of information on our fleet. This will be very helpful to tighten our performance band.

An effort will be made to tighten up, i.e. that any work not being ordinary maintenance will need to be approved by the measurer in advance.

- b) Norway (Morten H. Haugerud, Oslo, with assistance from Torbjørn Eide, Bergen)
There are 99 (29 GRP) Knarrs in total in Norway, hereof 48 (12 GRP) in the Oslofjord area and 26 (15 GRP) in the Bergen area. The others are spread along the coast.

NKK East, expect to have 21 Knarrs for the IKC 2026 in Oslo.

In Oslo some wooden boats are being restored, additionally three GRP Knarrs have got alu rigs last autumn. In general, the Knarrs, which are racing, are in good shape.

We do not see any difference between wooden Knarrs and GRP Knarrs on the racecourse, the difference is in the crew and the trimming, which is good. The interest in the Knarr is good, in particular for the GRP Knarr, both in Oslo and Bergen.

A boatyard, "Sollerud Båtbyggeri og Slipp" (at Lysaker, Oslo), having detailed knowledge of the Knarr, both the wood and GRP version, is providing space and assistance as needed for the owners' own restoration work. They have among others restored ON 96 (Bergen, Johan Hvide), very beautifully with new keelson, reinforced hull by letting in patches in between the hull planking, new rudder, deck and cold molded cabin, alu rig etc. all according to the Knarr International Class Rules.

As to the moulds in Germany, the small parts and the keel plug are now in Oslo. The larger moulds are to be transported from Germany to Esbjerg (DK) for picking up by Seatrans (Johan Hvide, ON 143 and ON 96) for placing in storage at Seatrans' transit base in Haugesund (NO).

The total costs of moving all the moulds are approx. NOK 60,000 ex 25% VAT, plus adjustment up to 2025 cost (aprox. NOK 5,000) and adding unexpected cost NOK 15.000 incl VAT. If it is necessary to have 2 persons from the Knarr clubs present we must add NOK 10.000. The cost is then estimated to NOK 100-110.000 (being DKK 64,000 to 71,000 and USD 10,000 to 11,000), and the fleets in SF and Denmark are hereby asked to contribute.

There is an increasing need for more GRP Knarrs. If we do not take care of the moulds, there is no chance that new Knarrs will be built. If it also is difficult to buy used Knarrs from Denmark, (ref restrictions on selling GRP-Knarrs with alu rig out of Denmark), it is still more necessary to preserve the moulds and have an new yard for building Knarrs.

SF and Denmark will on this background at their next respective board meetings consider contributing to the transport. Norway is in return offering common ownership of the moulds.

The mould for the hull is the better one than the deck-mould. The mould for the cockpit and all the small parts are OK. The inner-section mould can be used, but it will be preferable to replace this at first convenient possibility. The insides of the moulds are OK, but the outside framework of steel may need to be repaired and reinforced for production. This is a normal task for GRP-moulds that are stored outdoors.

We see in general that the wooden Knarrs are increasingly expensive and time consuming to maintain and upgrade. In Oslo there are currently enthusiasts who do this work by themselves, but we cannot trust that this will last. We see this in Bergen where eight wooden Knarrs are out of use and put at rest in the shed.

The main interest in Norway is for GRP Knarrs, but very rarely - if at all - used GRP-Knarrs become available, and if no new Knarrs are built, the class will slowly vanish. It may not be the situation in Denmark, as there are many GRP Knarrs, but it may be the situation in SF.

There are three worries in Norway: (1) There are no new buildings. (2) It is harder to find enough sailors who want to keep a wooden Knarr and attend racing. 3) If improvements to make them faster are made to some Knarrs, as mentioned by SF not being according to the current international Knarr Rules, there will be a great risk of splitting the fleet; the activity will be reduced, and the interest vanish, as not many want or are able to spend the amount of money needed on their older boats, being much more than the boat's market value.

The competition on the racecourse is good; abt. 14 active Knarrs on the line at the afternoon races, both in Oslo and Bergen.

In Oslo there are more than 20 Knarrs attending in the most popular races as the "Norwegian Championship" and "The King's Series".

There are some younger newcomers to the fleet, which is good.

It will be several years until all Knarrs sailing races will have an alu rig, possibly not “in the foreseeable future”. The main reasons for this are: 1) Too few GRP Knarrs in Norway. 2) Many wooden Knarr owners do not want to have an alu mast on their wooden boat. 3) The cost of a new alu rig may be three times the market value of the wooden boat. 4) In addition, the exchange rate to NOK is rather prohibitive.

Comment on the dates for IKC:

Attending the IKC in Denmark is very popular in Norway. However, we realized that this time that several people who liked to participate were unable due to the late August dates. They could not take additional vacation due to work, and for students, the semester had started, preventing the recruitment of younger people. The dates were also in conflict with our rather short local autumn season.

The host nation, of course, chooses the dates, but we hope that it will be considered next time to go back to the first part of August. We hear that one of the reasons was hope for more wind late in August – it seems that it did not happen in 2025.

c) Denmark (Mads Freek Petersen)

The 100th member of the Danish Knarr Association has now joined.

Races are held in Skovshoved and Rungsted; about 25 boats at each IKC qualifying event. In addition, weekly evening races at both locations with at least 10 – 15 participants.

Over the winter, 4-5 starts and short courses on Sundays in with Vakaros/Atlas-2 & RaceSence.

Some Knarr sailors financed a mould for the rudder. A total of six have been built by Jefa Marine A/S to date.

Distribution of the Z-Spar alu rig has now been taken over by Skovshoved Yacht Værft (SYV) from Hansen & Hamacher. SYV keeps a stock of both masts and booms.

46 Knarr owners have now bought the Vakaros/Atlas-2 unit. As is known, the Knarr fleet is the first and only class using the system in Denmark. It has been a success, and there have been no general recalls to date, neither during winter nor this season.

Danish Knarr Club, by way of a donation from a sponsor, and Skovshoved Yacht Club have each acquired a RaceSence system – maybe the KDY will follow suit?

3) Report from the chairman of IKC T.C. (Jes Thomsen)

After a rather lengthy and thorough process, no less than 86 minor amendments to the class rules were proposed to the Admirals on 5th June 2025 for adoption. As per the articles of the Danish Knarr Association, the proposals were published to the Danish fleet at the same time, without any reactions.

The Danish and Norwegian Admirals approved the proposals shortly after. The approval from SF was received on 23rd August, for which delay Chris sincerely apologised.

There has been no other business for the IKA T.C. to attend to in the period.

The relationship between the committee members is very good.

4) Proposal for changing the articles of the IKA (Mads and Jes)

The Danish Knarr Association propose to change Article 4 (c) in the following way (new and amended text in red):

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 decision must be taken one month after receiving the proposal(s) at the latest.** The chairman of the IKA Technical Committee must be advised in writing of the decision within ~~two~~ **one** weeks of their vote.

Unanimously agreed.

Meeting adjourned at 17:50 hrs.

The chairmanship of the IKA passed to the Norwegian Admiral, Alexander Arnesen.

Minutes by Jes Thomsen.
Morten H. Haugerud contributed extensively to the report from Norway.
Editing ended 10 September 2023