



International Knarr Association

Admirals Meeting - Monday 10th August 2026

at

Kongelig Norsk Seilforening, Oslo

In attendance:

Admiral Alexander Arnesen, Norway (IKA Chairman)

Morten Heldal Haugerud, Oslo (IKA T.C. member)

Johan Gustav Hvide, Bergen

Carl-Fredrik Joys, Bergen

Admiral Mads Freek Petersen, Denmark

Jes Thomsen, Denmark (IKA T.C. Chairman)

Terry Anderlini (for Admiral Mike Ratiani), USA

John Buestad, USA (IKA T.C. member)

Meeting began at 4:15 pm.

1. Class Rule Clarification – Rudder Manufacturing

The IKA Technical Committee (Jes) presented a proposal for a minor amendment to clarify the class rules regarding who must be licensed to manufacture rudders.

Due to some local discussions in San Francisco, and to make the rule clearer, the proposal was to add "commercial" to class rule E.4.3 as a minor amendment for decision by the Admirals as per Article 4 (c) of the IKA, as follows:

E.4.3 Manufacturers

- (a) Commercial manufacturers of rudders shall be licensed by the IKA or the NCA.

The discussions in SF were along the lines that whilst an owner could make his own rudder without a license, if a boatyard built the rudder, the yard should be licensed.

The intention with the above proposal is to make it clear(er) that only 'actual' manufacturers, who build a series of rudders, should be licensed, where a "commercial manufacturer" is defined as "a manufacturer engaged in the business of manufacturing products for commercial sale or distribution". The term "commercial manufacturer" is often used to exclude private individuals building something for their own use, interpreted by us to include a yard or a private person just making one rudder for an owner at a time.

All rudders must naturally comply with the class measurement requirements.

Decision: The proposed clarification from the IKA Technical Committee was approved by the Admirals as a minor amendment to the class rules. The Technical Committee will include the revised wording of this rule in the next version of the rule book.

2. Fleet Reports and Recruitment

Fleet reports were given from Norway (Oslo and Bergen), Denmark and the United States.

A recurring theme was the need to strengthen recruitment, reduce the consequences of ageing membership and make it easier for new sailors to enter the Knarr class.

Oslo reported that approx. 20 boats out of approx. 25 in total in the Oslo area are lying side by side at the J-pier at Dronningen, the home of Royal Norwegian Yachtclub (KNS). Most of the boats are well kept, and seven older Knarrs are fully restored. In the whole Oslofjord area, there are around 48 Knarrs. In the East area of the Norwegian Knarr Club, there are 52 registered owners who race from time to time. 40 Knarrs in wood with wooden masts, and 12 in GRP of which seven with alu-rig.

The fact that the class has several restored wooden boats and two club-owned recruitment boats that can be used by prospective Knarr sailors is increasing the interest in the class. However, there is a need for more GRP boats.

The youngest new Knarr sailor is 18 years old, and the fleet has got four new members below the age of 50, all experienced sailors.

The main marketing tool is the club boats, which KNS supports by waiving harbour dues and crane fees.

The cost of the aluminum mast makes it prohibitive for wooden Knarrs to invest in an aluminum mast, and many Knarr owners do not like to have it on a wooden Knarr. It is important for the survival of the Knarr class as a one design class that the wooden mast and the aluminum mast with weight compensation are retained, so that all Knarrs in Norway can compete together on equal terms.

Denmark reported that there is activity in the fleet all year round. During the winter, on Sundays, about 5-10 Knarrs are out from Rungsted for 3-4 short races followed by a self-made lunch at the clubhouse. Skovshoved is the other main location for Knarrs, and a small fleet is being built in Vejle (home of Børresen).

In Denmark, the Knarr is the first class to adopt the Vakaros systems. The Danish Knarr Club has acquired RaceSense, and so have Skovshoved Sejlklub and KDY. About 40 owners have invested in an Atlas 2, and the systems are used at the qualifying races as well as in the winter and evening races at both hubs. Since the introduction of the Vakaros systems, we have had no general recalls.

A Danish builder of rudders, the world-leading manufacturer Jefa Marine A/S, has been licensed. As the minimum number of orders to Jefa could not be achieved, the moulds for the rudder have been financed by a group of Knarr owners. Orders from abroad would be welcomed.

We have begun planning for the 2028 IKC with a relatively new Knarr owner, the very experienced sailor and former chairman of KDY, Lars Ive (OD 98), as IKC chairman. The venue will be Skovshoved, hosted by KDY, which is currently building a rather large boathouse; this may be the centre for the event.

In San Francisco, a large part of the fleet was stuck in the St. Francis Yacht Harbour for about a month in the spring due to the entrance being blocked by a sandbar, which the city had failed to remove. Also, a dredger broke down, and all races were cancelled during the period.

There is greater concern regarding declining participation, high ownership and maintenance costs, and the age profile of the fleet. Five boats are up for sale. A Long-Range Planning Committee headed by Terry

Anderlini, in practice the leader of the SF-fleet, has been established, and a further meeting is planned to develop a concrete program for strengthening the fleet. Ideas are needed to promote the class and to attract new sailors. Some of the local rules, e.g. for IKC qualification, may have to change, and generally there is a need for the fleet to be more involved – Terry is doing a tremendous job, whilst others may not wish to spend the time. Also, the fleet must gain better knowledge of the current issues and the class rules to be adhered to.

There are several inactive Knarrs around, which could be bought and lent out to younger people, who could do some work and bring them back to the Bay.

In Denmark, the competition is fierce, attracting established ‘grown-up’ sailors, who buy Knarrs to be part of the action. The key for SF, where the top sailors are very good, will be to get the bottom to be more competitive, and to do that we should demand that the top sailors coach the others; they will grow, and when they understand more, they get much more enthusiastic - and they will spend more money on their boats.

There was broad agreement that the following approaches appear effective:

- club-owned or shared boats for recruitment;
- inviting potential future owners to sail as crew;
- active coaching and mentoring of new sailors;
- maintaining a strong social environment around racing
- giving younger members meaningful organizational responsibilities.

The IKC 2027, chaired by Jon Perkins with co-chair Don Jesberg, will be at The San Francisco Yacht Club. [At the awards dinner, the dates were announced: 4th – 11th September 2027.]

Bergen reported 23 Knarrs, of which 16 are actively racing boats, all but one of GRP and all with alu-rig. One wooden Knarr is presently under restoration. The fleet previously had a club-owned boat which was successfully sold to a new sailor entering the fleet. Bergen is now looking for another suitable boat to continue this successful recruitment model.

Henrik Wiggers-Larsen, who is again assisting PRO Thomas Nilsson here in Oslo, is now the chairman of Bergen Seilforening, hosting all Knarrs in Bergen. Henrik is very involved in the Knarrs, which gives good credit to the class within the yacht club. The club also has a new manager, an eager sailor herself, promoting racing.

The fleet is very open to sharing knowledge at debriefs after racing, which attracts younger sailors.

The Bergen fleet has a desire to be allowed to remove the lead from the masts and booms, as all racing Knarrs have an alu rig. On one, the lead has come loose with no possibility of repair; a new mast is required. On the rare occasions when Bergen-Knarrs are racing in Oslo, the lead can quite easily be put back. Bergen will work internally with the Norwegian Knarr Club to achieve this.

3. IKC Qualification and Younger Sailors

The qualification rules for the International Knarr Championship (IKC) were discussed, particularly from the US perspective.

It was argued that the current system may make participation unnecessarily difficult for newer and younger sailors. One idea discussed was whether qualification could, in some circumstances, attach more to the boat or fleet, allowing the fleet to select the skipper, rather than qualification being tied exclusively to one individual skipper.

The purpose would be to make participation in the IKC a stronger incentive for new owners and younger sailors.

Denmark draws a 'wild card' for one helmsman among those who have participated in the qualification series.

The qualification rules are a national matter as per the Deed of Trust. The subject will require further discussion. The San Francisco fleet is looking at the local fleet, allowing the owners of jointly owned boats and chartered boats to qualify for the IKC's. In this scenario, the skipper they pick should have helmed the boat at least 40% of all qualifying races

4. Sharing Knowledge on Maintenance and Restoration

Oslo described its experience in supporting new owners, particularly those buying older wooden Knarrs.

The fleet has developed detailed material covering maintenance, restoration, equipment and recommended components. This includes a substantial presentation showing practical solutions for upgrading and maintaining boats.

Action: The Norwegian group will review which materials can be shared internationally. Much of the material is currently in Norwegian but can be translated for use by other fleets.

5. Electronics and Vakaros' systems

The use of electronics in Knarr racing was discussed at some length, including current experience with Vakaros' Atlas 2 & RaceSense.

Whereas Denmark has passed a national prescription allowing the use of electronics, Oslo has, without a national prescription having been passed for Norway, for some years now used local rules permitting electronics in practice at club racing, while applying restrictions at the national championship event.

The discussion indicated a desire for more consistent rules across the Knarr countries.

Participants also noted that electronic instruments may make the class more attractive and informative for younger sailors by providing immediate feedback on boat speed and trim. At the same time, concern was expressed that additional equipment costs should not create another barrier to entry.

Action: Work should continue toward a more harmonized framework for permitted electronics. The Danish national prescription could be a possible starting point – this appears in the Class Rules as rule C.5.1 (b) (4) and is to be considered by the other countries. (The rule book is accessible on www.knarronlinedesign.com.)

The decision whether to use Vakaros' systems operationally in a particular local racing program remains a local or national decision, particularly because implementation may require participants to purchase equipment.

[Note from IKA T.C. after the meeting:

Using electronics in Norway and the USA requires a formal rule change, e.g. a national prescription. NoR or SI cannot change the class rules except at IKC and national championships (Class rule A.6.)]

6. Preservation of the Knarr Production Moulds

A significant long-term issue concerns the existing moulds used for the production of Knarrs. The moulds are the property of the Norwegian Knarr Club.

The German yard currently holding the moulds closed down several years ago, creating a risk that the moulds could be lost or scrapped.

The keel mould and the smaller components were secured a couple of years ago and are stored in Oslo. Work by the Norwegians is yet again underway to recover the larger hull and deck moulds and transport them from Germany to Esbjerg, Denmark, from where a vessel belonging to Seatrans Group AS will carry the moulds to the shipowners' base, Sea-Cargo Agencies Haugesund, at Avaldsnes, Norway, where they can be stored and accessed. Due to the generosity of shipowner Johan Hvide (ON 143 and ON 96), the seaborne operation and storage will be at no cost.

Transport and storage arrangements are most favourable, although costs will still arise for transport from the yard at Stade near Hamburg to Esbjerg and for preparation or repair of some of the moulds to get them in shape for transportation.

Action: Once the final cost is known, a new and specific funding request will be sent by Norway to the other national Knarr associations. Again this year, the discussion indicated support for some sharing of the cost internationally.

If the project is jointly financed, the intention is that ownership of the moulds should rest with IKA, rather than with the Norwegian Knarr Club.

7. Multi-Year International Sponsorship for the IKC

The board discussed whether sponsorship could be sold across several successive IKC events rather than separately by each host country.

A three-year international sponsorship covering events in the United States, Denmark and Norway could potentially be more attractive to larger international brands than sponsorship of a single local event.

There was general interest in the concept, but it was underlined that international sponsorship must be coordinated between the host countries, particularly where exclusivity or conflicts between competing sponsors could arise.

Action: If a future IKC organizer identifies a sponsor interested in a multi-year international agreement, the proposal should be circulated promptly to the other countries for coordination and approval.

8. Cost and Format of Future IKCs

The cost and duration of future International Knarr Championships were discussed.

One proposal was to shorten the overall schedule by compressing practice and racing days. Bergen had used the shorter format at their last event and noted that this could reduce costs for participants. However, it was also recognized that the IKC has an important social dimension and that many sailors attend with partners or families. A lay day must be included in the IKC series as per the Deed of Trust.

No decision was made. Future organizers are encouraged to consider whether the event can be run more efficiently without reducing its sporting or social value.

Action Items

<i>Action</i>	<i>Responsibility</i>	<i>Status</i>
Finalise wording of the rudder manufacturing rule	Technical Committee	Approved / to be completed
Share Norwegian maintenance and restoration material	Norway / Oslo fleet	Follow-up required
Continue work on IKC qualification reform	US / Long Range Planning Committee and relevant bodies	Under discussion
Consider Danish national prescription on electronics	Norway and US	See n.p in the class rules
Develop a more harmonised approach to permitted electronics	Technical Committee / national associations	Under discussion
Secure and transport remaining Knarr production moulds from Germany	Norwegian project group	In progress
Establish final transport, repair and storage cost for moulds	Norwegian project group	In progress
Submit a cost-sharing proposal for the moulds	Norway to Denmark and USA	Once final cost is known
Explore multi-year international IKC sponsorship opportunities	Future IKC organisers, coordinated internationally	New initiative
Consider options for a shorter and lower-cost IKC format	Future IKC organisers / IKA	For further discussion

Overall conclusion: The meeting focused primarily on safeguarding the long-term health of the Knarr class through the international class rules, stronger recruitment, better knowledge sharing, more coordinated use of electronics, preservation of production capability and efforts to limit the cost of participation at the IKC.

The chairmanship of the IKA was passed to the US Admiral, Mike Ratiani.

The meeting ended at approx. 6 pm.

Respectfully submitted by

John Buestad, IKA Technical Committee member, San Francisco Fleet and

Jes Thomsen, IKA Technical Committee chairman, Denmark Fleet

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