

# Meeting Minutes

Annual Business Meeting  
San Francisco Bay Knarr Association  
February 27, 2018  
St. Francis Yacht Club  
San Francisco, California  
1830 hours – Chart Room

## I. Roll Call

Count	Boat	Present	Boat Name	Owner
1	47	Y	Kraken	Risley Sams
2	85	Y	Shadow	Bill Belmont
3	99	N	Knarrly Boo	Jason Holloway
4	102	Y	Benino	Mark Dahm/Terry Anderlini
5	103	Y	Kulani	Tim Dowling
6	104	Y	Flyer	Chris Kelly
7	105	N	Hishaum	Sinawi
8	107	Y	Aurora	Hans Williams / Wayne Stranton
9	111	Y	Gjendin	Graham Green
10	114	N	Gannet	Bob Thalman
11	115	N	Knarrmageddon	Vince Armando
12	116	Y	Wintersmoon	Bryan Kemnitzer/Larry Drew
13	120	Y	Snaps III	Knud Wibroe
14	122	N	Gossip	Mark Malcoun
15	125	Y	Aquavit	Jon Perkins
16	128	Y	Niuhi	Randy Hecht
17	130	Y	Adelante	Don Nazzal
18	132	N	Penelope	Charles Griffith
19	134	Y	Alinea	John Buestad/Bob Smith
20	138	Y	Cahoots	James Scarbrough
21	140	Y	Svenkist	Sean Svendsen
22	141	Y	Three Boys & a Girl	C Perkins / Hans Baldauf
23	142	Y	Pegasus	Peter Noonan
24	143	Y	Narcissus	John Jenkins
25	144	Y	Fifty Fifty	Steve Wegner / Paul Stone

**II. Admiralty Representatives Present:**

**Admiral** Bryan Kemnitzer  
**Vice Admiral** Graham Green  
**Secretary** David Wiard  
**Measurer** Steve Taft  
**Treasurer** Joanne Schov (absent)

**III. A quorum was established and the meeting was called to order at 1834 hrs.**

**IV. Reports**

a) **Admiral Kemnitzer welcomed the attendees and acknowledged new member/owner of 105, Hishaum Sinawi, also new co-owner of 144 Paul Stone. This was followed by around the room introductions.**

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b) **Secretary Wiard gave a demo on:**

- **www.Knarr.us website updates**
- **Online Registration, and advised of \$150 IKC competition fee for this season.**
- **New [www.KnarrOneDesign.com](http://www.KnarrOneDesign.com) International Class website to control Rules, IKC Deed of Trust and IKA Articles; all other country websites link to this.**

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c) **Treasurer Secretary Wiard reviewed the 2017 financial in the Treasurer's absence. Our regular membership income is roughly equal to our annual operating expenses. We had additional income for 2017 only due to the sale of spare booms, whisker pole and 3 surplus IKC jibs. For 2018 we do not have this added income, so an increase in the annual dues, plus an IKC competition fee for the qualifiers will help build the fleet account to have needed operating capital.**

**V. Schedule 2018 Vice Admiral Green highlighted the goal of the draft Regular Season schedule:**

- **30+ races to hopefully net 30**
- **Get 6 throw-outs**
- **Provide a Mix of one and 2-day events**
- **Mostly avoid back-to-back weekends**
- **Uses some select CBRA events to fill the gaps**

**After much discussion the schedule was moved, seconded and passed as presented with the following changes:**

- **March 24 event to be reduced to 2 races**
- **Work with PRO/Organizer Zarwell to start later to get wind, and move the venue to Alcatraz if available.**
- **Add the Wednesday of May 30 as a counter to the regular season scoring. Need to advise the fleet that no 5<sup>th</sup> rider allowed that night and helmsman rules apply.**

**a) Perpetual Series: Sean Svendsen floated the idea of adding a race home from each the Circle events and Finish at the City Front. After discussion that boats berthed in Belvedere and Tiburon don't head that direction after racing. The series was moved, seconded and passed as presented.**

**b) Wednesday Night Series**

- **First Race – April 25<sup>th</sup>**
- **Get new people on the water as the best way to market the fleet.**

**VI. IKC 2018, Denmark Updates Presented by Admiral Kemnitzer.**

- **Big event planned by the Danes**
- **IKC website up; will be linked to ours**
- **Danes advise that more boats may be committed soon, so more spots likely for 8<sup>th</sup> & 9<sup>th</sup> place qualifiers. (Kelly 104, Hecht 128) the both indicated they would go if the opportunity opens.**
- **A send-off party for the SF competitors will be planned.**

**VII. Class Rules / US Prescriptions**

**Measurer Taft advised the Class Rules Q&A started after last year's business meeting were extended longer than planned, so have 1 year of inquiries & answers; most questions raised are already answered in the rules; those that are not are in a document created called National Prescriptions, developed to allow business as usual transition. After a small discussion the Class Rules and National Prescriptions were moved, seconded and passed as presented to adopt.**

**Taft further advised some measurement procedures will be performed to ensure some basic level of compliance. Issues found will be advisory to correct, and not penalize.**

- **For this year, start by measuring all in-place rig dimensions:**

- **Bury point**
- **J-dimension**
- **Lower shrouds**
- **Mast Butt and deck-level fore/aft free play**
- **Required Equipment Inventory: Anchor, Bucket, Paddle, etc.**

**VIII. SFBKA Article Changes**

**Secretary Wiard advised that with the adoption of the Class Rules and National Prescriptions, the marked up SFBKA Articles circulated prior should be passed to remove items of redundancy to the Class Rule document. It was discussed, moved, seconded and passed as presented.**

**Additionally, a proposed change in the marked-up SFBKA Articles, 9.06 to allow Proxy voting was presented. It was moved, seconded and passed to approve the change.**

**IX. 2019 IKCs**

**Admiral Kemnitzer advised event discussions are underway at SFYC for a date in early September. It costs a lot to run and fundraising events will be planned.**

**X. Other Motions from the Floor**

**No other proposals for vote were presented; however, John Buestad asked for a show of hands to consider a July non-counter event in Ballena Bay, Alameda. There was enough interest for him to pursue discussions with the Ballena Bay Yacht Club. The plan would be to use members power boats to tow.**

**XI. 50<sup>th</sup> Anniversary IKC Book**

**Mike. Ratiani advised on the book project underway with the Danish fleet. He explained a price of \$125 per copy to help fund, but advised he is soliciting benefactor donations for additional support. Mike will have these discussions outside the meeting.**

**XII. SF Fleet Gift for 50<sup>th</sup> IKC**

**Knud Wibroe shared a Gold Knarr half model made by his daughter. He advised that traditionally the visiting fleet presented a gift to the host yacht club; however, it has not been done in recent years. In osevance of the 50<sup>th</sup> event, Knud is donating this to be given from the SF Bay fleet to the**

**Royal Danish Yacht Club at the IKC's. Admiral Kemnitzer plans to fly over for the event and will award to the Commodore of KDY.**

**XIII. Aluminum Mast Collars**

**Steve Taft passed out some collars and explained their use for the fracture problems in the current masts. All new masts have a new method to attach the internal stiffener with the holes and fasteners away from the stress zone at the partners. We are optimistic this will prevent the problem.**

**XIV. The meeting was adjourned at 2015 hrs.**

San Francisco Bay KNARR Association

Treasury Year

2 0 1 7

**Presented at Annual General Meeting - February 27, 2018**

*beginning balance = \$5,099.86 = February 28, 2017*

I N C O M E

E X P E N S E

DUES=\$250	2 by CHECK	500.00		DUES-US Sailing	190.00
	16 by SQUARE	\$3,873.80		FLEET-Feb AGM	168.84
	5 late SQUARE	1,455.00		FLEET May races	478.40
		Total Dues	\$5,828.80		
%\$fee	21 SQdeps=\$171.20			FLEET Nov Awards	3,232.10
EQUIPMENT=2 BOOMS \$1000		1,929.70		INS-Chubb	2,006.95
	3 JIBS \$600	1,746.90		MEMORIAL-J.Colver	109.30
	1 WHISKER POLE	86.70		WEB site	216.96
		Total Other	\$3,763.30		
%\$fee	6 SQdeps=\$126.70			WF Bank fees	6.00
%\$fee	SQtotals=\$297.90				
		=====		=====	
		<u>\$9,592.10</u>			<u>\$ 6,408.55</u>
		<i>end balance:</i>	<u>\$8,283.41</u>	<i>= January 16, 2018</i>	

The following is an ongoing Question & Answer Discussion that came about from the 2017 Annual Business Meeting. The Admiralty agreed to invite questions regarding the revised version of the rules, to answer ANY, and ALL questions in advance of full implementation of the 2018 season. Through multiple fleet communications the following questions have been asked via fleet member submissions, and those the Measurer observed. The purpose is to find answers already clarified in a detailed reading of the rules, and to discover what issues may require an official interpretation, OR a National Prescription for Country-Specific variations in the rules and agreed to at the International Joint Admiralty Annual Meeting.

### **QUESTIONS & ANSWERS**

Q: What are we actually doing with the new version of the rules?

A: This is a document-to-document replacement of the existing Blue Book Class Rules.

Q: What is different about this document that necessitates replacing the Blue Book?

A: This updated version put out class rules into the modern format by using the template from World Sailing (formerly ISAF). It also includes country-specific variations that are currently in our SFBKA Articles so the Class rules can be in a single document, rather than two. It also means there is a single document that works for all countries.

Q: Will we still need our Articles when this is implemented? Why?

A: Yes; we need our articles to govern how we operate as a local class and how we qualify for IKC, and other fleet-specific issues; however, we will need to delete the items that are already contained in the class rules.

Q: How do we deal with any issue that may be problematic?

A: To avoid any blanket grandfathering we will have to address items on a case-by-case basis for consideration at a future business meeting and fleet vote, OR implement National Prescriptions, a process previously authorized by the IKA.

Q: The title page of the document refer to "Closed class rules . . . "; what does this mean?

A: By World Sailing definition this means anything not specifically permitted by the rules is not permitted. This has always been a provision of the previous Knarr rules, but stated in a different manner.

Q: Rule C.10.3 (b)(3) states that slides are required on the luff of the mainsail, but locally we have permitted luff-rope attachment in our articles. Are slides now required?

A: In 2015 Joint Admirals meeting it was voted and passed that the slides are not required in the US. It is an omission in the current document that will be corrected in the next version, or a National Prescription, to not require slides on the main for US Only.



Q: (from a sailmaker) The new dimensioning and method for the jib would make a jib made under the existing rule out of compliance by a small margin in the upper girth area. How would an older jib be treated under the newest version when implemented?

A: Existing sails purchased and measured under the rule version in effect at the time will remain in compliance.

Q: The new rules say that cockpit drawers are mandatory (see section D.1.1(h) on page 14). I think most boats don't have them.

A: The answer is found in the following rule section:

D.9.5 For the US Knarr Fleet only, drawers and correction weights are not required.

Q: C.2.3(a) In the past the sf rules allowed for a foot rest on the outside of the barney post. Will this still be legal?

A: We will maintain the provision prior passed by a fleet vote that is current stated in our Articles, and place them in our National Prescriptions. We can further raise a rule refinement proposal to the IKA to add detail that is absent in the rule document.

Q: C.5.1 (b) optional - list is very incomplete if intent is to provide for all other equipment, clothes and tools that might be stowed onboard during racing.

A: C.5 is titled "PORTABLE EQUIPMENT AND C.5.1. states "FOR USE": This mean USE during racing. Clothes are not considered "equipment" and tools and other such items would be "stowed".

Q: C.6.1 - With no builder in SF and no one to re-measure a boat this provision will not work. At a minimum It [class rules] needs to provide for SF boatyards to makes repairs for Knarrs and certify that the work meets the class rules standards in lieu of recertification.

- A: In the normal course of maintenance such as painting, fairing to achieve a quality finish is “routine”. If a “Modification” or “Major Repair” may change a characteristic of the boat, re-certification is required. We will implement an Official Interpretation, or a National Prescription that states ***“re-certification shall be defined as the Approval of the Measurer”*** to provide a consistent application of the rules.
- Q: C8.1 (a) - I have been trying to order a replacement rudder from the German builder for 5 months and still have not been able to obtain a commitment from him to build me a rudder - at any price! We need to be able to have rudders repaired in bay area yards and or have an alternative builder like Phil's Foils in Canada.
- A: The rudder is mentioned in more detail in Section E.4. and section E2.2 gives latitude to be re-built/built by others. E4.3 allows the NCA, per A.2.1, which in our case is the San Francisco Bay Knarr Association, to license a builder. We are empowered to issue a license to a vendor for this purpose in advance of the build. As such, for the purpose of new rudders, the SFBKA has issued a license to Phil’s Foils in Ontario, Canada to build class-approved rudders.
- Q: C.9.4.(b) (4) - The new rule does not specifically address using block fore and aft of mast hole to reduce the size of the hole - as the rules have provided for in the past.
- A: We can provide an official interpretation, or a National Prescription that allows for previous practice.
- Q: C.9.6 (a) 1 - The whisker pole rule does not specify how the length should be measured. At least it should reference the drawing that shows how it is measured. I think the measurement process should be described in the rules.
- A: Page 35, APPENDICES, does reference applicable drawings. Also, drawing “L” does specify the measurement point. Additional measurements are contained in F.5 WHISKER POLE.

Q: C.9.7 (b) (2) - This does not provide for the use of "bars" to move shrouds forward or back from original chain plate. It also does not provide for a third chain plate to help support the shroud.

A: We can provide an official interpretation, or a National Prescription that allows for previous practice.



**NATIONAL PRESCRIPTIONS**  
**to the**  
**KNARR International Class Rules**  
**2018**

The following are official interpretations, or country-specific applicability where not already mentioned, of the Class Rules. These are provided by Sections A.6, 7 & 8 of the Class Rules, AND in accordance with an agreement of the Joint IKA Committee and its Technical Committee members.

These Prescriptions created to allow full implementation by all countries and are in the spirit of the Introduction of Class Rule document, page 3; specifically, to make boats:

- Less expensive to build and/or maintain
  
- Equally simple to sail and race
  
- Safer in all aspects

These Prescriptions ARE NOT an avenue to change class rules, and such process is reserved as specified in the Articles of the IKA. It is the intention that this document serve as an interim solution until these provisions or added detail can be captured in the official class rule document.

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**NATIONAL PRESCRIPTIONS**

Revision 00

1.0 MAINSAIL SLIDES – Rule C.10.3(b)(3)

ADD to US Knarr Fleet only: Attachment of the luff to the mast may be with either slides OR bolt-rope.

2.0 BARNEY POST

(a) Construction Material. The post shall be of wood or aluminum with a weight not less than 3 pounds without traveler, fasteners or the bracket that it mounts too.

(c) Dimensions of the post shall have the general shape as depicted in the drawing, but may be enlarged to accommodate a larger traveler car, provided the travel is limited to 200mm max.

(d) Footpegs may be affixed to the ends of the barney post.

3.0 RULE C.6.1

ADD: (a) Re-measurement shall be defined as the approval of the Measurer.

4.0 Rule C.7.1

ADD: (b) Re-fairing of the keel or rudder to remove hollows and bumps from the building process, or to remove accumulation of bottom paint is permitted. Addition of material beyond what is reasonably necessary for fairing, removing original construction material, or re-shaping beyond symmetry is prohibited.

ADD: (c) Re-measurement shall be defined as the approval of the Measurer.

5.0 Rule C.7.1

ADD: (b) Re-fairing of hull to remove hollows and bumps from the building process is permitted. Addition of material beyond what is reasonably necessary for fairing, and removing original construction material is prohibited.

ADD: (c) Re-measurement shall be defined as the approval of the Measurer.

6.0 C.9.4(b)(4)

ADD after the last sentence: Filler blocks may be used achieve these dimensions.

7.0 C.9.7(a)

ADD to the end of the first sentence: In the event that filler blocks are used to fill the mast hole, the free opening shall be the remaining opening between the fore and aft mast block(s).

8.0 C.9.7(b)(2)

ADD second sentence: Alternatively, the shrouds may be connected to a bar affixed to chainplates. Additional hardware to fasten the bar to the deck is permitted.

9.0 D.2.3(c)

ADD second sentence. Routine maintenance includes the removal of accumulated bottom paint, filling and sanding to achieve a fair surface.

10.0 E.2.2(c)

ADD second sentence. Routine maintenance includes the removal of accumulated bottom paint, filling and sanding to achieve a fair surface.

11.0 F.2.5

ADD: (b) The approved supplier of the aluminum mast and boom is Z-Spar/US Spars..

12.0 F.3.1 & F.4.1

ADD (d): The mast may either be clear anodize or painted.



Administrative Note: These markups include both recommended language changes and elimination of redundant items already contained in the class rules to avoid redundancy and conflicts.

We need to pass these changes at the annual meeting.



SAN FRANCISCO BAY KNARR ASSOCIATION

~~2016~~2018

## ARTICLES OF ASSOCIATION

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**SAN FRANCISCO BAY KNARR ASSOCIATION**  
**ARTICLES OF ASSOCIATION**

**ARTICLE 1 - NAME**

San Francisco Bay Knarr Association.

**ARTICLE 2 - EMBLEM**

The emblem of the Knarr Class is a circle.

**ARTICLE 3 - OBJECT**

To promote interest in Knarr Class Yachts in San Francisco Bay vicinity, to promote racing and cruising, and to perform the usual functions of any one design yachting association.

**ARTICLE 4 - POLICY**

To cooperate with all other yachting organizations and to accept, in return, observance of the rules of this class. To rigidly maintain a strictly one-design class, in order to ensure that all Knarr Class races are held in the true sense of one-design racing. The duly elected officers of this Association shall enforce all requirements of these Articles as regards yachts, membership and meetings.

**ARTICLE 5 - MEMBERSHIP REQUIRED FOR RACING**

Participating in official races in the Knarr Class shall be limited to yachts which comply with the requirements of these Articles of Association and whose owners or charterers are members in good standing in this Association.

**ARTICLE 6 - DUES**

Yacht dues and fees shall be fixed prior to the annual class business meeting by the Executive Committee. Such dues are payable on March 1st of each year, and any member not having paid his/her dues by April 1st of that year will no longer be in good standing in this Association. Members who pay their dues shall remain in good standing through and including the subsequent business meeting.

New boat owners/charterers who attend an annual business meeting, and who wish to become a Regular and/or Chartered Boat member, shall be considered in good standing for purposes of that business meeting, provided such prospective member tenders his/her dues at or prior to commencement of the meeting.

**ARTICLE 7 - MEMBERSHIP**

**(A) Classes of Membership:**

- (a) **Regular Membership** - The owner of a duly recognized Knarr Class Yacht, or a partner in ownership thereof, who is in good standing in the Association. An owner or partner in ownership may hold office and vote, with one vote per yacht in the case of joint ownership.
- (b) **Auxiliary Membership** - Non-boat owners may also be accepted as auxiliary members upon payment of dues. Auxiliary members have all privileges of membership, but may not vote.
- (c) **Chartered-Boat Membership** - A person having the right of use of a Knarr Class yacht, by virtue of a bona fide charter thereof, is entitled to the status of regular membership for the term of the charter subject to the following conditions:
  - The owner or charterer may have only one vote between them.
  - The charterer must be a member in good standing in the Association.

**§C. Requirements**

- (a) **Regular or Chartered-Boat Membership:** May be obtained by new owners or charterers of Kiam Class yachts by presenting satisfactory evidence to the Executive Committee of the acquisition of a boat which is in compliance with all provisions herein respecting design, certification, equipment and sails, and payment of any current dues, or fees, assessed against the regular membership.
- (b) **Auxiliary Membership:** May be obtained by making application to the Executive Committee, which will have sole discretion for qualifications of non-owners for membership.

**§C. Termination of Membership**

Any member may be suspended or expelled from membership upon affirmative vote by two-thirds of members voting at any duly constituted meeting. Any regular or chartered-boat member, who ceases to qualify for said membership through transfer of ownership of his/her boat or termination of his/her charter, shall, immediately upon date of transfer of ownership or termination of charter, become an auxiliary member for the remainder of the calendar year.

**ARTICLE II - OFFICERS**

**§1. Positions:**

Officers shall be the Fleet Admiral, Fleet Vice-Admiral, Secretary-Treasurer, and Measurer. The Nominating Committee at its sole discretion may propose that the position of Secretary-Treasurer be separated into two separate positions of a Secretary and a Treasurer. If the positions are so separated, only the Secretary shall have a vote on the Executive Committee and not the Treasurer.

**§2. Terms of Positions:**

Each officer shall be elected to hold office for the term of approximately one year following the date of the fall dinner meeting. The term shall commence at the conclusion of all elections at the fall dinner meeting, and shall cease at the time of the following fall dinner meeting.

**§3. Duties of Officers:**

- (a) **The Fleet Admiral** is the chief executive officer. He shall preside at meetings, rule on procedure, jurisdiction, and appoint special committees. He also is Chairman of the Executive Committee. The Admiral shall be responsible for the purchase of such trophies as are awarded by this Association.
- (b) **The Vice Admiral** officiates in the absence of the Fleet Admiral, and is Race Committee Chairman of the Kiam Association. As Race Committee Chairman, he shall be responsible for the scheduling and conducting of races, calling of protest committees, and such other duties as may arise in connection with the foregoing.
- (c) **The Secretary-Treasurer** handles correspondence, financial and otherwise, as directed or delegated by the Executive Committee. He/She also maintains the financial books of the Association, and maintains full and complete records of proceedings of all meetings and preserves all pertinent records of the Association. This position may be split at any time at Admiralty's discretion in which case the Secretary handles communication and the Treasurer handles the books.
- (d) **The Measurer** determines that each Kiam Yacht complies with these Articles of Association.

**§4. Qualifications of Officers:**

Any member in good standing, including Auxiliary members, may hold office, except only a regular or chartered boat member in good standing, may hold the office of Admiral or Vice Admiral.

**.06 Termination, Suspension, and Expulsion:**

An officer who ceases to qualify as a regular or chartered-boat member in good standing during his term of office, shall cease to hold office as of the date he has ceased to be a member as aforesaid. Any officer may be expelled or suspended from office upon affirmative vote of a simple majority of members voting at any duly constituted meeting.

**.06 Filling Vacancies:**

If an office becomes vacant during the term, it shall be filled on the following basis:

- (a) If the vacant office is that of the Fleet Admiral, the Vice-Admiral shall assume that office.
- (b) All other vacancies are to be filled by appointment by remaining members of the Executive Committee.

**.07 Long Range Planning Committee:**

The Fleet shall establish and maintain a Long Range Planning Committee (hereafter "LRPC" consisting of four appointed members. Each member of the LRPC shall have a term of four (4) years. Each year one member's term on the committee shall expire, and the Fleet Admiral shall appoint a new member to take his/her place. The senior most member of the LRPC shall be its committee chair and a member of the Executive Committee. The LRPC shall meet on an ad hoc basis when it is deemed necessary, and broadly focus its efforts on matters to improve the continued longevity of the San Francisco Knarr Club. Any funding requested by the LRPC shall be approved in advance by the Admiralty prior to the LRPC incurring such expenses. The LRPC shall provide an annual written report to the Admiral on its efforts and activities prior to the annual o

**ARTICLE 9 - MEETINGS**

**.01 Annual Meetings:**

Two meetings shall be scheduled annually as follows:

- (a) **Fall Dinner Meeting:** A fall Dinner Meeting shall be scheduled in either October or November of each year. This is to be a social meeting for presentation of trophies, election of officers, and a review of the season's activities.
- (b) **Annual Business Meeting:** An Annual Business Meeting shall be scheduled between November and February, for consideration of all business items, including changes in these Articles.

**.02 - Other meetings:**

Other meetings to conduct business of the Association may be called by action of the Fleet Admiral, the Executive Committee, or by three or more members upon request made to the Executive Committee.

**.03 Notice of Meetings:**

The Secretary, Treasurer or other person(s) designated by the Executive Committee, shall direct notice of each meeting to all members via email or by depositing in the U.S. Mail, at least 10 days in advance of said meeting, a notice setting forth the time and place of said meeting.

**.04 Quorum and Roll Call:**

Fifty per cent of the voting members in good standing constitutes a quorum.

**.05 Order of Business:** The order of business at any meeting shall follow the generally accepted rules of order for any such meeting; and in the case of question, Roberts' Rules of Order shall govern.

**.06 Voting Rights:** Each regular or chartered-boat member is permitted one vote, and in case of joint ownership, or ownership with a charterer, one vote is permitted. ~~Proxies to constitute a quorum or voting by a Regular Member is not permitted.~~ However, upon request to the Fleet Admiral or the Executive Committee, a member may be granted the privilege of voting by mail on issues noticed in advance for vote at any meeting.

Comment [1911]: We have allowed proxies in the past, but apparently it has been in conflict with this statement. Should we allow?

**.07 Election of Officers:** A nominating committee shall be appointed by the Fleet Admiral, and a slate of officers shall be submitted to the membership two weeks prior to the fall dinner meeting. Officers are elected by a majority of those voting at the fall dinner meeting. Nominations from the floor are permitted.

**.08 Enactment, Amendment or Repeal of Articles:**

**Suspension of Articles:**

Articles may be enacted, amended, or repealed in accordance with either of the following procedures.

- (a) Any member may propose an addition to or change in these Articles by directing a written draft of the proposed change to the Fleet Admiral by December 1st of each year. The Fleet Admiral shall notify each regular or chartered-boat member of the proposed change by mailing or otherwise delivering a copy of the proposed change to each member not less than 10 days before the January or February business meeting, at which such changes as proposed will be considered. Proposed changes in the Articles offered under this procedure, including amendments to the submitted draft, shall require the vote of the majority of the quorum for passage.
- (b) Any member may propose an addition to or change in the Articles orally or in writing from the floor of the January or February business meeting, provided that proposed changes in the Articles offered under this procedure shall require the vote of two-thirds of the quorum for passage.
- (c) The Articles may be suspended for the duration of any meeting for any purpose by unanimous vote.

**ARTICLE 10 - SKIPPER and CREW ELIGIBILITY**

**PREAMBLE**

*It is the intent of this Association that racing shall be conducted on a fair, level and amateur basis among its Regular Members. It is also recognized that on occasion other commitments may prevent Regular Members from skippering their boats in all IRC Qualifying and/or Season's Championship races. The term skipper used throughout these articles is defined as helmsman. The purpose of this Article is to afford relief in such an event by permitting alternate skippers as defined in this section. The Executive Committee shall have the absolute authority to rule on the eligibility of any alternate skipper, consistent with the intent and purpose of this Article. For the provisions below scheduled is defined as the actual number of races counted in the season standings as opposed the planned number of races in any event.*

**.01 Substitute Skippers**

Provided the following requirements are met :

- (a) The Regular Skipper shall not be on board.
- (b) Only a Regular Crew Member shall be allowed as a Substitute Skipper. A Regular Crew Member is defined as someone who crews (as opposed to someone who skipper) in not less than 75% of the counting races in the current season in the applicable series. For example, if there are 14 races scheduled for the IRC Qualifying Series with 1 throw-out, then 13 of those races are to be counted, and the Substitute Skipper must have been on board as a Regular Crew Member (not as a skipper) in not less than 10 of those races (75% x 13 equals 9.75 races, rounded to the nearest whole number).
- (c) All Substitute Skippers must be declared to the Fleet Admiral prior to skippering on each and every occasion.

**.03 Co-Skipper:**

A Co-Skipper is defined as one of two (but not more than two) persons who wish to share the skippering on a more or less equal basis in an IRC Qualifying or Season's Championship Series and is permitted subject to the following requirements:

- (a) Each Co-Skipper must skipper in not less than 40% of all scheduled races including throw-outs, for that entire series. For example, if there are 14 races scheduled for an IRC Qualifying Series including throw-outs, each Co-Skipper must skipper in not less than 6 of those races (40% x 14 equals 5.6 races, rounded to the nearest whole number).
- (b) Substitute Skippers as provided for in Article 10.01 above are not allowed.

**.04 Charter-Boat Skippers:**

**PREAMBLE**

The association recognizes the benefit of making idle boats available for participation, both for the benefit of potential new owners to experience the fleet, and prior owners and crew to remain active as their time may allow. Article 7(c) provides for recognition of this status. The association Articles and the IRC Deed of Trust discourage a practice of dropping-in to charter for a qualification period for a local IRC by virtue of an ownership clause and thus the Executive Committee shall have the absolute authority to rule on the eligibility for IRC participation consistent with the intent and purpose of this Article.

**03.1 Skippers participating under Charter-Boat status:**

- (a) are entitled to event and season championship scoring and awards.
- (b) may be eligible for IRC participation subject to advance season approval of the Executive Committee and subsequent approval of the Joint RA Committee.

**.04 Crew:**

- (a) Crew is limited to four persons including the skipper.
- (b) Exception to (a) above shall apply only to the Wednesday Night Woodies Series as follows:  
A fifth (5<sup>th</sup>) person may be aboard as a passenger. This person shall be confined to the interior or cockpit only and shall not act as a crew member to sail the boat. (Motion passed at 2014 Annual Business Meeting)

**.05 Personal Flotation Devices (PFD's)**

All competitors in Knarr events must wear Personal Flotation Devices (PFD's) or be subject to protest and disqualification.

**ARTICLE 11 – BREAKDOWNS**

**.01 Boat Substitution:**

If, in the opinion of the Executive Committee, a yacht is disabled through no fault of her own in qualifying races for the IRC and/or the Season's Championship, another yacht may be substituted and continue to be raced until such time as the disabled yacht is back in commission.

**.02 Breakdown Points:**

- (a) A boat which alleges she has been materially prejudiced through no fault of her own, shall be entitled to apply for redress as provided for in the ISAF Racing Rules of Sailing
- (b) Concurrent with the filing of a Request for Redress to the appropriate authority, a copy of such Request shall be mailed or emailed to the Fleet Vice Admiral at his address as it appears in the current Knarr Association roster.
- (c) For the purposes of this Article, a "series" as referred to in Rule 69, shall be limited to only those races in which the incident occurred.



- (f) The Fleet Vice Admiral shall likewise be notified within 48 hours of the granting of any redress, whereupon the prejudiced boat shall be entitled to receive breakdown points for the race or races for which redress has been granted.
- (g) Breakdown points are defined as the average of the points awarded for all other races in an U.C. Quilting or Season's Championship Series including throwouts, to be determined at the conclusion of such Series.

**ARTICLE 12 - PROHIBITED AND PERMITTED EQUIPMENT**

Any Knarr yacht to be raced in the Knarr one-design class must comply with the standards set forth herein, save and except that "permitted equipment" described herein may or may not be employed at the owner's discretion.

**12.1. Conformance to One-Design Policy**

- (a) A Knarr Class Yacht wishing to enter races within the jurisdiction of this Association must satisfy the Executive Committee as to its being a true Knarr design in all respects as to hull, ballast, cabin and sail plan. In the event that the Executive Committee, on report of the Measurer, or otherwise, finds that a yacht does not comply with the provisions of this Article or that a member is otherwise ineligible to race his/her yacht under these Articles, the Executive Committee may take such action as it deems appropriate.

~~(1) The hull design (including) attached tanks (from the Danish 4500 Knarr Rules) are incorporated by reference in these articles and will govern should questions arise - Everything not shown on the drawings or directly mentioned in these rules is prohibited (February 2008)~~

~~(2) Cable plans are limited to the European, or small cable, as shown on the blueprints. Doghouses, split cockpit or cockpit without cabin are prohibited.~~

~~(3) Self-bailer cockpit are prohibited, and in all cases, the cockpit must be of the type originally designed and used by the designer in Norway.~~

~~(4) All head-ties, permanently installed, fixed hatches, must be within the cabin space of each yacht.~~

~~(5) The single hullboard separating cockpit from cabin must be left in place.~~

~~(6) In 4500 boats, cockpit hatch seat bases may extend from 100 - 200mm from the aft face of the hullboard to center line, the cockpit hatch seats may extend from 100 - 200mm from the forward cockpit hullboard.~~

**12.2. Prohibited Equipment**

~~(a) Island, or permanently fixed, seats are prohibited.~~

~~(b) Inlets, bulwark of any kind is prohibited except as provided by specific class regulations with particular reference to the specifications.~~

~~(c) Self-bailer cockpit is prohibited in all one-design classes.~~

~~(d) Island seats of any kind is permitted for any class. They may not be used and may not be loaned from the class during or dock level.~~

~~(e) Island seats of any kind is prohibited in all one-design classes.~~

~~(f) Trampers or other forms of hanging arrangement, handholds on deck, hanging straps (sliding slides) or similar equipment are prohibited. (February 2008 - Blue Book 48-4)~~

**12.3. Permitted Equipment**

- (a) ~~Outboard motors~~ - Such motors may be carried either on suitable brackets outboard of the hull proper, or in wells of good and seaworthy design. Motors may be carried in the boat while racing.

- (b) ~~A self-bailer cockpit which permits both island and non-island seating is permitted, specifically a double hull with cross-hatch is permitted.~~

Permitted: Island, Left 0°, Hinging: 0.14°, No bulwark or numbering

- ~~(4) Barber lines are permitted. They may be led below deck off of the cabin.~~
- ~~(5) Deck boards are permitted provided to the owner, with a slip of the board. They must be placed at the stern, at a distance more than one inch (1") from the upper, inboard aspect of the board. They may be up to two and one half inches (2 1/2") wide and no higher than the height of the deck from the top of the cockpit according to the depth of the cockpit. They must be fastened to the deck with a screw. They may not be used as a bilging rail. (February 1999).~~
- ~~(6) 1/8" 1770 wire, 1/8" 26 1770 wire is not a requirement. (February 1999).~~
- ~~(7) 1/8" 26 1770 wire is not a requirement. (February 1999).~~
- ~~(8) Handouts of all sails shall be fastened over deck and may be led off.~~
- ~~(9) Electronics Electronic equipment may be used and GPS is not.~~

**.04 Keels and Mast Cut**

- ~~(a) Keels may be coated with any suitable material for the prevention and extending of corrosion and rust. The use of metal coatings to prevent the filling of scuffing of wood keels is permitted.~~
- ~~(b)-(3) Handouts are limited to three in one year, except in the case of damage to the hull of a yacht, sufficient to cause structural repair other than simple filling and painting of dents and/or gouges. Corrosion boots for cleaning purposes only is permitted as often as needed. Offseason dry storage is permitted October 31 through April 1<sup>st</sup>.~~

**ARTICLE 13 - SPARS AND RIGGING**

- ~~(a) Mast~~
- ~~(1) Block Bands Mast bands shall be staked with three stripes of color which contrast with the mast. The stripes shall be 2 1/2 inches apart and extend the full length of the mast. The top of the stripes shall be 2 1/2 inches from the deck and the top edge of the band on which the mastband extends beyond the stripes described in this Article, will be considered illegal for racing and will be subject to immediate disqualification without recourse.~~
- ~~(2) Spars Construction~~
- ~~Aluminum masts and booms shall be of solid construction, as shown in Appendix D.~~
- ~~Aluminum masts and booms shall be manufactured using the specified extrusion and the drawings as defined in Appendix E.~~
- ~~(3) Mast Height and Spreader Plates There shall be no minimum mast and 1/4" spreader height for wooden masts. However, subsequent to 2010M, all new masts and any rebuilt or modified mast bands shall have the shape and dimensions as described and depicted in Appendix D attached bands and mast a part band.~~
- ~~(4) Aluminum mast specifications~~
- ~~ALUMIUM MASTS: 2000 Series, One piece aluminum section, available from T. Sparcrafts website up till 2000.~~
- ~~ALUMIUM BOOMS: 4000 Series, One piece aluminum section, available from T. Sparcrafts website up till 2000.~~
- ~~ALUMIUM RIGGING: 2000 Series, One piece aluminum section, available from T. Sparcrafts website up till 2000.~~
- ~~ALUMIUM RIGGING: 2000 Series, One piece aluminum section, available from T. Sparcrafts website up till 2000.~~
- ~~(5) Hardware Hardware The hardware on Aluminum masts shall be tapered and the hardware fitting shall be of the "Worm Style", constructed according to the specifications as set forth in the technical drawings, Appendix F - Hollow Aluminum Spare Detail.~~
- ~~(6) Hardware Detail starting from that specific point cross-sectional where the "Worm Style" Hardware fitting is connected to the top of the mast and tapering downward not more than 2000 - or - 8 mm.~~
- ~~(7) Mast Spreader Height There shall be no minimum spreader height.~~

~~(24) Internal Hardware, Components, Equipment, and/or Systems.~~

~~(25) Internal Rails. As many internal rails as necessary are allowed.~~

~~(26) Moist Heat Shield. The moist heat for aluminum seats shall be of sturdy metal or composite construction.~~

~~(27) Moist Bag. The moist bag may be adjustable, however the size of the moist bag may not be adjusted while testing.~~

~~(28) Shooting Station Measurements. Height and lower chords and temperature shall adhere to the most stringent standard of self-sealing fitting style. Bending plates may be used at these insertion points.~~

~~(29) Adjustment Of Shooting While Firing. Shooting rigging may not be adjusted while testing, except for adjustment of the backstay, of which the purchase ratio is five.~~

~~(30) Internal Mast Riggers and Identification Labels. Internal rigging for routing of wires for navigation lights, and their supports, etc. are not components and allowed.~~

~~(31) Internal Structure. All levels of structure shall be made up of solid wood allowed.~~

~~(32) Internal Adjustment Hardware. Hardware may be adjusted using individual rail purchase systems, and may be adjusted at anytime while testing.~~

~~(33) Spreader bracket. Spreader will bolt onto a 4" shaped bar that sticks through the mast. That 4" shaped bar shall not be welded to structure.~~

~~(34) Welded joints to Mast. Any welded joints on the mast, including self-sealing, gluing, or other glued joints is prohibited. Light sanding for preparation prior to painting is permitted.~~

~~(35) Location of Mast. The mast may pass through the deck at any point, provided that no wooden mast shall be stepped forward of a position such that its front face is 2000mm aft of the measuring point of the bow, and an aluminum mast not forward of a point equal to 1000mm measured with no tension in the backstay. Field measuring point shall be defined as the intersection of the projections of the top surfaces of the covering boards of the bow with the forward edge of the stem plate structure. The forward-most corner of the deck at a distance measured in a straight line of 2000 ± 20mm from the bow side of the mast when placed aft in the mast hole. The mast may not be stepped on deck.~~

~~(36) Mast Hole. The mast hole through the deck shall have a max. length 400mm and max. width 200-250mm forward mast, and an max. length of 400mm and width of 400mm for side-to-side for aluminum masts. Blocks on the side of the mast or rubber bands to protect them are allowed. It is permitted to tie fore and aft stays as long as the above maximum dimension is maintained by means of blocks of hardwood or similar.~~

~~(37) Shrouts and Chain Plates. The upper shrouts shall extend to the deck in such a way that the plate ends of both fore shrouts pass through the fore opening of the mast hole or, if the hole is increased because of a protruding rubber band, shall be opening down the shrouts. The chain plate ends of fore shrouts shall extend to the deck 200mm aft of the upper chain plate.~~

~~(38) Spreader. It is not to place the mast fitting. The spreader may be acceptable however, a straight line between the spreading points of the upper shrouts to the spreader shall pass through the mast.~~

~~(39) Aluminum mast spreader shall be built in accordance with the technical drawings of Appendix D. They shall have a minimum top to bottom thickness of 20 mm and minimum base wall thickness of 30 mm.~~

~~(40) Aluminum diamond spreaders may be tapered 10mm, being 40.8 at the base and 30.8 at the tip.~~

~~(d) Aluminum disjunct spindles must have a bar attached between the tips per the drawings of 1/2 inch diameter and length of 600 mm.~~

~~**28. Beams**~~

~~(a) **Block Beams.** Beams shall be sized at their ends and in a manner so that the tapered edge of the struts shall be 3/16 inch from the after edge of the mast. Any boat on which the mast(s) extends beyond the struts described in this Article, will be considered illegal for racing and will be subject to immediate disqualification without recourse.~~

~~(b) **Construction Details.** Each boat with a wooden mast shall have a system permanently fixed to the gunwale deck which will effectively prevent cutting the mast(s) below the beam struts on the mast, if the gunwale height is adjustable.~~

~~(c) **Beam Length.** All wooden beams as currently constructed at the time of adoption of the aluminum spar rules are permitted by grandfathered in. Other than those wooden ones, all new beams, be they of wood or aluminum, shall not be longer than 8.75 meters, measured from the aft edge of the mast and at right angles and perpendicular to the mast.~~

~~(d) **Block Masts.** Block masts are allowed, however they are not allowed to provide any positive upward pressure on the beam.~~

~~(e) **Beam Wing Protection.** Protective system rules for all wing systems are free (unlimited).~~

~~(f) **Aluminum Beam Construction.** All aluminum beams shall be constructed as follows:~~

<del>Beam Construction Details - T-Spar 7080</del>	
<del>Length:</del>	<del>8 feet X 80mm</del>
<del>Diameter:</del>	<del>8 feet X 80mm</del>
<del>Block:</del>	<del>One piece section modified to 60 aluminum</del>
<del>Tolerance:</del>	<del>Fit and aft 1/4" - 8mm, Cross-sectional 1/4" - 8mm</del>

~~**29. Mast Step**~~

~~(a) The aft side pole shall not exceed 200mm x 30mm in overall projection length, measured from the lower leading point on one end to the outer bearing point on the other.~~

~~**30. Boom Step**~~

~~(a) **Construction Details.** The Boom step shall be of suitable material as determined by the race committee and have a maximum aluminum weight of not less than 3 pounds without hardware, except for fasteners on the boom that 2 screws in.~~

~~(b) **Tolerance.** A tolerance adjustment system is permitted, but tolerance range is limited to 200mm max.~~

~~(c) **Dimensions.** The Boom step shall have the general shape as depicted in Appendix B, but may be subject to a maximum of a large tolerance provided the boom is limited to 200mm max.~~

~~(d) **Boatstep.** Wooden foot steps of handwood may be affixed to the ends of the boom step.~~

~~(e) **Height measurement.** On wooden boats, the Boom step when measured from the baseline on the aft edge of the post shall not be more than 200mm and 700 lbs, measured to the top of the post on boats equipped with a pole step.~~

~~On 2004 boats, the survey post when measured from the top of the deckboard to the top of the post or rivet shall be not less than 200mm (8 inches) and no less than 25mm (1 inch).~~

~~28. Shroud Systems. The shroull shall be secured with four or more double blocks from the end of the boom to parallel boom sheave blocks equidistant to the fore and aft ends and 900mm (36in) apart, or to a davit or post fitting over 200mm (8in) above level of the sheet fastening point. The height and position of the post shall be according to Appendix B. The design and the purchase of the shrouling systems is optional and systems with more than one wire are permitted. However, all parts of the sheet shall run directly between the boom and post, (ie. of which on the post is permitted. The point of fastening on the boom shall be above the post. If more than one shrouling block is used, the distance between the blocks, if not from each other shall not exceed 200mm.~~

~~29. Riggers~~

~~(a) Rigging for wooden masts shall be of the following minimum cable diameters:~~

<del>30' Stay</del>	<del>8mm</del>
<del>Upper Shroud</del>	<del>8mm</del>
<del>Lower Shroud</del>	<del>8mm</del>
<del>Topmast</del>	<del>4mm</del>
<del>Back Stay</del>	<del>4mm</del>

~~(b) Rigging for Aluminum masts shall be of the minimum cable diameters:~~

<del>Shrouds and forestay</del>	<del>8mm (3/16 stainless steel wire)</del>
<del>Backstay</del>	<del>6mm (1/8 wire)</del>
<del>Topmast</del>	<del>4mm (1/8 wire)</del>
<del>Turnbuckles - Reserve</del>	<del>Stainless Steel, handles for adjustment if desired, suited to wire gauges.</del>

~~30. Fleet Administered Mast Replacement Program~~

Whereas it is the intention of the Fleet to migrate to an aluminum spar platform, and whereas the members of the fleet desire to have spare masts available in the event of a dismantling of an aluminum spar, the following is established:

- (a) The SF Bay Knarr Association (SFBKA) will purchase two masts, complete with spreaders.
- (b) The reserve masts will be stored to be used in the event of the dismantling of an aluminum mast only.
- (c) When the new, replacement spar is ordered by the owner, the Fleet's reserve mast will be made available immediately to facilitate a rapid return to service of the damaged yacht.
- (d) The new replacement spar will then be placed into ready reserve, to be held by the Fleet in preparation for the next dismantling of a Fleet member in Good Standing.
- (e) The Fleet's reserve masts may be used during an IRC, to facilitate the rapid return to service of a damaged yacht. In this case, the new mast that is ordered will again be placed back into the Fleet's reserve of two masts.
- (f) Administration of this program shall be conducted by the Admiralty, with any unforeseen conflicts to be resolved by the judgment of the Admiral, or the Vice-Admiral if the Admiral is unreachable indefinitely, or the Vice Admiral has been instructed to act on his or her behalf.

~~APPENDIX A - RIGGING~~

~~01. Cloth~~

~~All material except dacron or nylon is excluded from use in the building of sails. The weight shall be a minimum of 8.5 ounces, a maximum of 9 ounces. It is understood that weights referred to are nominal weights used in the sailmaking trade.~~

**20. Construction and Measurement:**

Where no statement to the contrary is made in these rules, all work shall be constructed and measured in accordance with I.C.C. 11-2014 Measurement Instructions as set forth in

Appendix B attached hereto and made a part hereof.

**20. Windows:**

(a) One window of concrete material to be required over the top of the column and permitted to the (b), per Appendix B.

(b) One window of concrete shall be allowed for a column to the full of the width to clear the length of the (b).

**21. Dimensions:**

All dimensions of walls shall be in accordance with the Final Plans Appendix B attached hereto and made a part hereof, except as otherwise stated hereunder.

(a) (b) (c) Dimensions shall be as follows (all measurements are in metric):

(a) The maximum measurement of the (b) taken from the floor to the center of the wall measured perpendicular to the outside of the wall is 420 mm, and

Wall	6000 mm
Length	6400 mm
Foot	2400 mm

(a) The total (b) of the (b) measured 4200 mm and the length measured over the top and around 4400 mm.

(a) The exterior measurement of the (b) taken from the plane mentioned line to the center of the foot is not exceed 6000 mm.

(a) The length of the (b) may be allowed with 3 battens spaced approximately equally from each other and the head and the base of the wall.

Length of uppermost batten	Maximum length
Length of the mid batten	600 mm maximum
Length of bottom batten	700 mm maximum
Width of battens	50 mm maximum

(a) The depth of the battens shall not be exceed length of battens plus 50 mm.

(b) All dimensions and measurements shall be in accordance with the following table:

**22. Column: Vertical dimensions shall be as follows (all measurements are in metric):**

(a) Length: 6000 mm maximum

(b) 34 girth measured across the wall from a point to the height of the wall and length: 4200 mm maximum.

(c) 40 girth measured across the wall from the mid point of the wall to the mid point of the base: 3400 mm maximum.

(d) The column may not be stretched over the lower edges of the measurement bands on the front and back.

(e) The width of the headband including lappings not to exceed 400 mm measured perpendicular from the wall.

(f) The work of the work shall be smooth and uniform.

~~(g) Bottom lengths shall be as follows:~~

<del>1. Top</del>	<del>4000mm</del>
<del>2. Bottom</del>	<del>4000mm</del>

~~(h) Width of the bottom may be 60 mm. The depth of the bottom projects not to exceed length of bottom plus 60 mm.~~

~~(i) A maximum weight penalty may be assessed if the design is not approved.~~

~~(j) Feet of the main regatta shall be built upon a base of 100 mm. A height with maximum square may vary shall not be less than 100 mm.~~

~~**17. Ball Identification**~~

~~The club will be required to place a ball number on each side of the ball. The ball number shall be placed and centered in such a position as to provide maximum visibility to persons on shore or in other yachts. The club will be required to place the ball number on the ball.~~

~~(1)~~

~~The ball number shall be placed on the ball. The ball number shall be placed in a position immediately to the left of the ball number. No ball number other than the foregoing are permitted.~~

~~**18. Restricted Ball Features**~~

~~Ball may not contain any features prohibited under Article 11.~~

**ARTICLE 18 – WILBRO CUP**

**.01 Defined**

The Wilbro Cup (formerly the Knarr Cup) has been established to honor Knud Wilbro and his lifelong efforts on behalf of the Knarr Association. It will be awarded to the Annual Winner of the Woodlee Regatta.

**ARTICLE 19 – IRC QUALIFICATION**

.01 Beginning with the qualification series for the 2014 IRC, the SPSKA will determine its IRC qualification in the calendar year preceding the event.

.02 The fleet shall use the Regular Season Standings of the preceding calendar year as selection criteria unless otherwise modified and voted on at the Annual Business Meeting in the qualifying year.

.03 The Adminstrty shall require that qualified skippers declare their intent to participate no less than six (6) months in advance of the event.

**END**

~~The following Appendices are attached to these Rules and made a part hereof:~~

- ~~APPENDIX A- Line Drawing of the Knarr~~
- ~~APPENDIX B- Knarr Sail Plan~~
- ~~APPENDIX C- IRC Ball Measurement Instructions~~
- ~~APPENDIX D- Knarr Minimum Spars and Struts~~
- ~~APPENDIX E- Batten (Traveling Post)~~
- ~~APPENDIX F- Knarr Minimum Spars and Struts~~

## REVISION HISTORY

Beginning in 2018 this page is added to provide a summary of changes voted and passed at the Spring Annual Business Meeting. For years when no changes are made the revision history should state "No Changes" for a given year and the Year in the title page should be updated to reflect the current year. See Meeting Minutes for details of any motions passed.

February 23, 2018	Article 10 revised
<del>February 2018</del>	<del>Rules redundant to IGA Class Rules Deleted.</del>