

THE KNARR CLASS LONG RANGE PLANNING COMMITTEE REPORT

This Report is submitted by Terry Anderlini, Chairman; Bill Kreysler (2023 Admiral); Bryan Kemnitzer (Former Admiral); and Jon Perkins (Former Admiral and 2023 IKC Champion)

Purpose of these Meetings:

The motto of the class has always been “friendly competition amongst friends.” The 50-year anniversary book theme was “It’s not the game, but the way it is played.” It was time to take a look to see what we can do to make racing Knarr more fun.

Now it seems too many boats are not being raced and too many boat owners are talking about selling their boats. Some skippers and crew say it is just not as much fun to race a Knarr as it used to be. It also seems that the interest in buying a Knarr and racing it is not as strong as it has been in the past. The question we wanted to investigate was why and what the fleet can do about it?

The Reputation of the Knarr Class:

For over the last 60 years the Knarr Class has built a reputation of being the best racing sailboat class on San Francisco Bay. We have established a strong tradition of good sportsmanship amongst our sailors while engaging in very competitive sailboat racing.

Our class social events in the past have always been outstanding and well attended because our party organizers have made the extra effort of planning fun parties. Our parties included not only the sailors in our fleet but also many former sailors’ wives, significant others, and friends of the class.

The comradery amongst our sailors and their love for Knarr boat has always been strong in our fleet. The LRPC hopes that this report will result in action items which keep our San Francisco Bay Knarr Class going strong for many more years to come. Our tradition of how we act as good sportsman while racing these beautiful boats should not be forgotten. We have also had a tradition of having great parties with a lot of spirited singing and joking amongst our competitors, which should continue as it has in the past. Over the years we have made great friendships with our fellow sailors not only here in the Bay but also with our Knarr friends in Norway and Denmark. This was all made possible by our culture of friendship, and our tradition of fun sailing that we have developed over the years within the San Francisco Knarr Class and also abroad in Norway and the Denmark.

Let’s do what we can as a group of Knarr sailors and friends to keep it going and make it even stronger.

The Long Range Planning Committee's Activity:

The committee wanted to understand why the interest in the Knarr Class had not been as strong as it used to be in the last 30 years. In order to get everyone's opinion on what the class should do to make the class really great again, we scheduled 3 in person meetings with 3 different groups. The first meeting was on September 12, 2023 for Knarr skippers. The second meeting was on October 17, 2023 for crew members. The third meeting was on November 20, 2023 for friends of the Knarr Class and for others who had not attended the previous meeting.

Each of these meetings we had 2 ½ to 3 hours of discussions and suggestions on how to improve our racing program and our social activities. Everyone wanted to have more fun doing this sport we enjoy in this beautiful boat we love. The best part is that while we are racing Knarrs we are making great friends with our competitors.

The following are the action items and recommendations of our committee.

1. Communication

At all three of these meetings, communication seemed to be one of the most important items. It was pointed out that we had not had a comprehensive directory for many years. A number of people have now agreed to work on preparing a detailed directory.

Tracy Roberts and John Boustead have agreed to work as Directory Ambassadors to obtain all of the names, email addresses, and phone numbers for skippers, crews, people interested in crewing on the boats, and people who are friends of the fleet.

Marc Bryan has agreed to prepare a Google sheet for purposes of providing all of the information obtained from Tracy Roberts and John Bustead.

In addition, Al Sargent has agreed to set up a Google group which will essentially contain all of the email addresses for skipper, crew, and people who are interested in the fleet. All four, Tracy, John, Marc, and Al will work together to obtain as much accurate information as possible. It will be up to skippers and crew members to make sure that they provide the appropriate information. The four people participating in the directory will then determine what the best method is for people in the fleet to have access to the directory.

In addition to obtaining an accurate directory, people in attendance at the meetings requested that the fleet (presumably the secretary), provide information regarding upcoming races and to make sure that everyone is aware of any social event taking place after the races.

Part of the directory would include a section regarding people who would be interested in crewing on Knarrs, either for qualifying races or simply to crew on Wednesday nights. In addition, if a skipper needed crew for racing, the skipper

could contact people on the crew list.

2. Website

Mark Lively has agreed to update the Knarr website to make it more user-friendly and provide updated information on a regular basis.

3. Social Events

Tracy Roberts has agreed to act as Social Chairperson. Tracy will select other members of the fleet to assist her with regard to social events. The following social events have been suggested:

- a. A kickoff party before the start of the 2024 racing season we should also invite former skippers, former crew members, and friends of the Knarr Class. It was suggested that at this party we have individual name tags, including the boat number with whom the people are identified.
- b. It has been suggested that at the Woodies Regatta in late June, that there be a Friday night kickoff party for the Knarrs.
- c. In early September, the San Francisco Yacht Club has a Knarr Championship regatta, and another event mainly for Knarr sailors could take place at that time, particularly in light of the fact that the San Francisco Yacht Club does provide an event following the racing.
- d. A regatta party at Ballena Bay and at Paradise Kay also had a lot of support.
- e. The awards dinner should be another fun social event.

4. Mini IKC

There was quite a bit of discussion with regard to the possibility of having what would be called a mini IKC in which boats would be exchanged similar to the IKC. Jon Perkins has agreed to act as the Mini IKC Chairperson. John has recommended that it take place over a weekend of racing and the scores should count for IKC qualifying races.

5. Knarr paraphernalia

At the meeting on November 20, 2023, everyone present thought it would be a good idea to have Knarr paraphernalia available including hats, polo shirts, bumper stickers, decals, and other appropriate paraphernalia. It was suggested that Dustin Winn be the person to start the process of obtaining appropriate paraphernalia.

6. Wild card for IKC in 2025

To promote more interest in racing in as many races as possible the Wild Card selection to qualify to sail in the IKC has promotes a great deal of interest in racing

Knarrs in Denmark. This change should get more of our Knarr fleet to come out and race because it will give the boat owners another way to quality.

This wild card concept takes place in Denmark. Under the concept one boat would be selected at random for the IKC. The more times a boat participated in the qualifying races, the more "ping-pong balls" the boat would receive. At the end of the season someone, presumably the admiral of the fleet, would select at random the ping-pong balls and whoever's number was selected would be the wild card.

It is recommended that a subcommittee be formed to further investigate this concept and bring it back with a more specific proposal for a class vote.

7. Weight Limit

Many sailors do not want to recruit heavy crew members to be competitive in over 18 knots of wind. Some boat owners are talking about selling their boats because the racing is not fair in strong wind conditions with lighter crews. Denmark has a weight limit of 662lbs, and they are very satisfied with this limitation. This weight limit issue should be referred to the technical committee for their recommendations before another vote of the fleet is conducted.

8. One Design

One of the major issues that came up in all three meetings was the issue of trying to make the boats truly a One Design fleet. As we are all aware, the Technical Committee has done an excellent job in organizing the weighing of boats. To date, more than 20 boats have been weighed. Getting to the scale was not easy and the strong turnout is testament to the owners' commitment to the advancement of the fleet. The TC has contacted a naval architect, Bob Smith, to discuss the issues of One Design (particularly related to boat weight and crew weight) and what the fleet may want to consider be done to make sure the boats are as close as possible.

This issue should be referred to the technical committee for their recommendations before a class vote on any of these issues.

9. Annual Meeting

As always, other items will come up such as qualifying races, number of races and location.

There was a strong interest in having our races filmed with a drone camera and played back after the races during our social hour.

There was a lot of interest in using the Wednesday night races to exchange crews and having more woman sailors and junior sailors crewing in these races. We could allow teams to have 5 crew members onboard if at least one of them was a

junior sailor the age of 15 or a woman sailor. We could also give our nightly prizes for the highest finishing boats with a junior sailor or woman sailor on board.

There was also a lot of interest in racing earlier in the day to get in some light wind racing. There was a lot of interest in organizing city front sea wall racing as we did during the pandemic period.

10. Sportsmanship on and off the Race course

We have heard from a number of Knarr sailors that in the last several years there has been a lot of yelling and swearing on the race course. **This unsportsmanlike conduct needs to stop.** Several sailors said they are considering dropping out of the Knarr Class because this is taking the fun out of their participation in our fleet races.

This behavior has never been part of the culture in our Knarr Class. It is damaging our good reputation as a great class to compete in. Our skippers need to get a hold of their crew members behavior both during as well as after the race, The offenders are going to be identified during the 2024 racing season and if necessary protested by a designated member of the Knarr Class under rule 69 for unsportsmanlike conduct. Let's not forget that our racing is supposed to be "friendly competition amongst friends."

11. Training session

It has been suggested that there be a training session by some of the top skippers prior to the start of the season. Top skippers and crews, including Don Jesberg, Ethan Doyle, Randy Hecht, and Russ Silvestri have all agreed to lead a training session. The issue of scheduling, timing and presentation will have to be worked out by the Admiralty.

12. Boats on the race course

One of the major items and purpose of the long-range planning meetings was to try to determine why the fleet is getting so many fewer boats out on the race course. It appears that 27 boats signed up for the regular season, but usually there were only about 14 boats on the line. Neither 105 nor 135 registered for the season. In addition, 39, 143, 130, 108, 144, 142, 138, 107, 111, 132, 85, and 122 didn't race, or raced only once or twice.

There are obviously different ways of trying to get more boats out on the starting line, including chartering of boats, co-skippering of boats, or having the fleet buy a boat for use by someone who would be interested in joining the fleet. These would have to be worked out on an individual basis. Everyone in the class should do their part to promote more sailors to become Knarr boat owners, partners, or charter skippers. One of the best ways to get more boats out racing is to put them in the hands of the sailors who have the time and interest to race them.

Conclusion

The Long Range Planning Committee thanks all the participants for attending our in person sessions and for offering their suggestions and assistance on many of the topics we discussed. We recommend that a Long Range Planning Committee be again appointed at the end of the 2024 season to review how the Knarr Class is doing and to consider further recommendations for the 2025 racing season.

Good luck with the races!

Terry Anderlini

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