



2021 Zoom Rules Meeting Minutes

Zoom Call 18:00 Hours, February 3rd 2021

6:00 PM Meeting called to order online by Admiral Mike Ratiani. Risley then reviewed the “housekeeping rules” of the zoom meeting. Asking everyone to stay muted unless they are speaking or to use chat if they have a question.

6:02PM Risley turned the Meeting over to Mike Ratiani. The objective of this meeting is to make sure that we have a fleetwide agreement that we all feel that we are all racing a Knarr when we go out and sail.

6:04 PM Risley Reported a synopsis of the results of the fleet Survey

- Footpegs
- How the rules should be enforced
- Stack ranking of measurements
- Weight of 3DI Sails

6:14PM Turned meeting over to Mike. He announced that our fleet Measurer John Buestad is resigning as lead measurer for the fleet. He will still be involved as part of the team and will help run this meeting. Everyone praised his hard work!!! Mike thanked him for a job well done.

6:16PM John Buestad went through the agenda for every one listed here then we went through each item one by one for detail and discussion.

Item 2 Blue Book

As your measurer I'd like to make a statement. The “blue book” and all its content is no longer in effect. I do not have a copy of these rules.

Item 3 Rudders

With regards to the “the new Rudders” as your measurer the rules and specifications on the rudders were updated in January 26th, 2011, please note drawing “V” on the website.

I do understand the discussion on the old verses new; however, as your measurer the international and National Prescriptions rules are quite clear! If you need or want a new rudder you can do the following 4 things legally

1. Rebuild your existing plywood & fiberglass rudder
2. Build a new plywood and fiberglass rudder
3. Buy a rudder from the mold at Phils' Foils
4. Buy a CNC rudder from Phils' Foils

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Any rudder you get will be measured before you can race. Period. I am sympathetic to the way in which all this evolved, but there is nothing I can do at this point but follow the new rules.

Item 4 Enforcement of the Rules

“The honor system is not working”! We can see this from the results of the survey. We need to start enforcing the rules and bring boats out of compliance into compliance. The survey results point towards:

“Allow members to challenge other competitor’s compliance, with the measurer presenting results to the Admiralty for a decision on compliance; boats out of compliance will have the challenged races scored DSQ”

Or, should we adopt a more strict enforcement policy all boats that want their races scored must be measured and in compliance by 2022, compliance will be measured annually prior to beginning of each season

Item 5

Wind limits

Should we vote on wind limits for our IKC qualifying races?

1. Maximum 22 mph
2. Maximum 25 mph

Item 6

There is discussion to change the total number of crew from 4 persons to 3

Existing rule in 2020 rules

C.2 CREW

C.2.1 LIMITATIONS

(a) The crew shall consist of 2-4 persons.

New rule to read

National Prescription

- (a) The crew shall consist of 2-4 persons, Only 3 people can sit on the rail. A fourth crew member may
- (b) sit on a locker or stand in the hatchway.

*See attached letter from John Jenkins dated December 18, 2020

Item 7 Footpegs

Should we change National Prescription on Foot pegs from 70MMx70MM to 230MMx70MM?

Existing Rule:

Footpegs may be affixed to the ends of the barney post no larger than 70 mm x 70 mm.

Item 8 Measuring Boats (what makes a Knarr a Knarr)

There is a discussion to put forth requirements for all boats competing in the Qualification of the IKC’s?

Boats must meet the following rules for qualification for IKC Championships

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More Important

1. All sails measured & stamped
2. "J" dimension (max2000mm – min1980mm)
3. Spacing between upper and lower shrouds
4. Uppers must pass plane of mast
5. Distance of the "mast datum point" to deck
6. Height of Barney Post
7. Length of traveler
8. Black Bands measurement
9. required safety equipment on board
10. Weight of the Knarr

Less Important

Item #9a

The new 3di sails....

Last year, 3DI sails were temporarily approved and were to be tested in the 2020 season, and then approved by vote of the fleet. Since we had covid hamper the 2020 season, we the admiralty believe we need to re-vote on their legality for the 2021 season?

Proposed: Should 3DI sails be Legal for the 2021 season?

9b. If so, along with measuring the dimensions of a 3DI sail, using bag weight a fair way to measure the 3DI sails to compare with Dacron counterparts?

(remember, 3DI sails have different weights in different areas of each sail)

Weight of sail cloth

As the measurer I have been asked how to monitor the weight of the cloth on the 3di sails. I have done some research. I asked the head designer at North Sails One Design Mike Marshall, The North Rep in Denmark and the head of Doyle sails locally, they all agreed to "Bag weight" = weight of sail without the bag.

I then have recently weighed approximately 10 sails.

The weight of a Doyle main is approximately 21.6 lbs.

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The weight of a North 3di main is approximately 19.84 lbs.

The weight of Doyle radial jib is approximately 10.92 lbs.

The weight of a North 3di jib is approximately 12.12 lbs.

Thus, I propose!

Rule g 3.2 Materials

G.3.2 MATERIALS (a) The ply fibers shall consist of synthetic Polyester woven into a sailcloth with a cloth weight of not less than 310 gr/m² (7,24 oz/Sailmaker Square yard – 28.5" x 36"). Transparent panels with a total area not exceeding 1,0 m². Windows shall not be less than 150 mm from any edge of the sail. (b) Sail reinforcement shall consist of woven Polyester ply fibers woven into sailcloth.

National Prescription

The bag weight of a knar main shall not be less than 20 Lbs. A non-Dacron sail is to be inspected for weight placement on the sail. Rule g 4.1 Materials G.4.1 MATERIALS (a) The ply fibers shall consist of synthetic Polyester woven into a sailcloth with a cloth weight of not less than 310 gr/m² (7,24 oz/Sailmaker Square yard – 28,5" x 36"). Transparent panels with a total area not exceeding 0,5 m². Windows shall not be less than 150 mm from any edge of the sail. (b) Sail reinforcement shall consist of woven Polyester ply fibers woven into sailcloth.

National Prescription The bag weight of a knar jib shall not be less than 12 Lbs. A non Dacron sail is to be inspected for weight placement on the sail.

6:40PM ITEM 2 John said plainly that the Blue Book is no longer in effect and there were no questions or discussion from the floor

6:41PM ITEM 3 Rudders

John Busted said that there are 4 options for the rudder (after he discussed it earlier)

1. Rebuild your existing plywood & fiberglass rudder
2. Build a new plywood and fiberglass rudder
3. Buy a rudder from the mold at Phils' Foils
4. Buy a CNC rudder from Phils' Foils

He reiterated that if you buy or build a new rudder, you will have to have it measured and it will have to conform. Period.

Don Nazzal commented that option 1 is the least desirable and item 4 is the most and this could develop a perception problem. That the CNC rudder is best. He wants something that is all equal and like the aluminum mast, we as the fleet should hold hands and all buy the exact same rudder.

JB Replied that he measured cnc and molded rudders and they weigh the same and measure nearly identical

Don reiterated that there is a perception problem, especially with 4 options.

Chris Kelly: how do the new one's measure in?

JB: Very confident that they measure and weigh in

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Dick Swanson asked: with this proposal will option 1 or 2 still be available.

Risley Sams replied if Don's measure passes at the annual meeting then no as the US Prescriptions will be changed

Steve Taft gave some background on why the rudder build and mould were developed out of necessity and the fact that these old boats will have rudders failing and the fleet needs an option.

Risley Asked Don to write up a Motion to be presented at that Annual Business Meeting

7:01PM ITEM 4 Enforcement of the Rules

John Buestad Started the discussion by saying that if you look at the rules, you are supposed to go out to the line with a certified boat, however, as far as he knows only John Jenkins has a boat that MIGHT be certified. He asked does someone want to make a motion on HOW we enforce these rules?

Risley Sams said that in the survey, only a small part of the fleet said that the honor system was working, between those who want to be able to protest a competitor they think is out of compliance or the fleet should measure boats annually were a wide majority, so how do we measure boats going forward?

Sean Svendsen said he felt that the questions were trying to steer an answer. The dichotomy is that Risley is saying the honor system isn't working but John Buestad says most boats are close to measuring in. He says that these little differences don't matter performance wise very much.

Mike Ratiani, reiterated that our objective, fleet wide is to make sure we all feel a Knarr is a Knarr

Steve Taft said he thinks when he used to measure boats that the main reason, they were out of compliance was that when the boats came back from the yard, the measurer there made no markings and the boats were out of tune when they got back on the water.

Robin D asked: What are the differences, he was shocked that weight was ranked last in the survey. Also, he like Risley's boat his shrouds are fixed by chainplate size. What is really fair if we assume what we have is in compliance?

Randy Hecht said Most every other racing class has rules for measurement that are followed to the letter. He said that loose rules on this can cause hard feelings. He feels that there has been a lack of communication from the fleet because there is a lack of a process. There should be a CERTIFICATION process.

Risley asked if someone wanted to put forth a motion? At that point, no one did

Steve Taft also mentioned we should make sure backstay is snug before we measure shrouds.

John Buestad proposed, should we adopt a stricter enforcement?

Mark Dahm wanted to opt for a grandfathering compromise.

Chris Kelly also discussed the notion of grandfathering older boats.

JB said existing rules are pretty good, what exactly do you suggest we grandfather Chris?

Chris Kelly then said He agreed we should measure 1-9 AND Keels as well as distance from stem to Mast. Chris said there is a significant difference between mast and Stem from boat to boat, to him that seems important

Steve Taft: He measured boats years ago in West Harbor and there is a 9 inch variance in distance between mast and stem and it's not in the rules so it is ok

Mike Ratiani said there is a rule but the rule is the mast must be stepped anywhere along the keelson

MOTION: Chris Kelly suggests we measure for 1-9, measure Keels, masts and we grandfather and go sailing

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John Buestad said Wait: Don't Grandfather keels, gather measurements and data over 2 years and remember that keels are farther back on wooden boats. Get more data on keels, don't grandfather but for NOW, all keels are legal is the plan.

A bunch more discussion ensued, primarily now towards sharing the data with the fleet. Once we have the 9 measurements, do we share them with the fleet as a separate thing to vote on

MOTION: Mike R Made a motion that once we gather the 9 measurements for each boat that we share them with the fleet

ITEM 5: Wind Limits

Wind limits now are in place but should be voted on to continue. As it stands now Jamie S. as Vice Admiral can call the RC and request windspeed and if it is too high or combo of wind and seas are too high, Vice Admiral can call off racing for the Knarr Fleet.

JB Does this need to be voted on to become a national Prescription?

Motion was in order according to Mike R.

Lots of back-and-forth discussion including should we measure in KPH or MPH and the answer was probably KPH but it could always be converted depending on the situation.

MOTION: Risley Proposed that we adopt Wind Limits and Mike Ratiani seconded

We did a straw poll on line and vast majority of people on call raised their hands

ITEM 6 John Jenkins proposal

Sean Svendsen said since the proposal has already been proposed should we even discuss?

Despite Sean's plea, lots of discussion occurred, most in favor of 4 people being able to hike with no weight limit. Many people noted that most of the boat owners on the call were a 4th that got their first taste of a knar as a new 4th crewperson who then later bought a boat.

Don Jessberg reiterated, just because John Jenkins put forward the motion, he will need a seconder at the Annual Meeting to get a vote going. Mike R. said good point

ITEM 7 Footpeg rule

Motion: Randy Hecht has proposed a larger foot peg rule. Results of the survey show this motion will pass

Sean Svendsen said he wants the footpeg rule because he designed them and it helps him get on the rail. Also thinks it is an important safety issue.

Motion: Sean will also propose a higher barney post height as a national prescription

ITEM 8 (see item 4) Dimensions 1-9 should be measured

Item 9a

According to Steve Taft and Randy, the Admiralty has already approved the 3DI sails and Steve Taft as Measurer approved them based on the following:

1. 3DI is a woven material and when ripped, it does not show evidence of a film. This concurs with World Sailing Rules.
2. Randy says that many sailors have purchased 3DI sails to race with based on previous year's ruling
3. Randy and Steve seem to think 3DI sails will last longer

So, we do not need to vote on 3DI sail legality, rather we must vote on how to measure only

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ITEM9b

Is bag weight a fair way to measure 3DI Sails?

Motion John Buestad Asked Randy if he would propose to use bag weight as a way to measure sails (along with standard measurements) for both Dacron and 3DI sails?

A Knarr Main should weigh approximately 20 lbs

A knar Jib should weigh approximately 11 LBS

Risley Seconded

Meeting adjourned at approximately 9:00PM



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