



2022 Annual Meeting Minutes

Via Zoom 2-15-2022

Replay Link 2021 Annual Business Meeting. Zoom Recording

[https://us02web.zoom.us/rec/share/DW62gJ-](https://us02web.zoom.us/rec/share/DW62gJ-X9c_8vsCa1H8d4CcVU7iax12w9zhPcG7F8GJVTB6tHuBeOQ9Zq8RzhkLT.RBvZnJW5BJp9c)

[X9c_8vsCa1H8d4CcVU7iax12w9zhPcG7F8GJVTB6tHuBeOQ9Zq8RzhkLT.RBvZnJW5BJp9c](https://us02web.zoom.us/rec/share/DW62gJ-X9c_8vsCa1H8d4CcVU7iax12w9zhPcG7F8GJVTB6tHuBeOQ9Zq8RzhkLT.RBvZnJW5BJp9c)
[mys?startTime=1644976908000](https://us02web.zoom.us/rec/share/DW62gJ-X9c_8vsCa1H8d4CcVU7iax12w9zhPcG7F8GJVTB6tHuBeOQ9Zq8RzhkLT.RBvZnJW5BJp9c) (Passcode: qF#3b.4q)

6:04M Meeting called to order by Risley Sams with Welcoming remarks from Admiral Mike Ratiani roll call by Secretary Risley Sams. The following boats were present: 19. A full quorum was called by the Secretary and the Admiral suggested the meeting commence.

47, 85, 102, 104, 105, 107, 108 (came in later), 114, 115, 116, 120, 122, 123, 128, 130, 133, 134, 138, 140 (Sean showed up halfway through the meeting), 142

Not present were:

- 39, 99, 100, 108, 110, 111, 115, 117, 124, 125, 127, 135, 136, 137, 138, 139, 141, 143, 144

6:10 PM Secretary Report, Risley Sams.

- Risley asked for a motion to pass the 2021 Business Meeting notes as we did not vote on the minutes in the 2021 Crab Feed dinner. Motion was seconded and passed.
- Risley states that Communications will be more frequent
- Season Dues will be distributed soon (this will be changed later in the meeting as we set up another zoom meeting on March 8th to discuss the schedule during the end of covid)

6:12 PM Treasury report given by Risley instead of JoAnne Schov The SFBKA started the 2021 with a balance of \$5,574.63 and took in an income of \$16,740.03 (in large part because of 2021 Crab Feed fundraiser for the IKC). In 2021 the SFBKA had expenses of \$10,089.80. Leaving a starting balance of 2-11-2022 of \$12,224.86.

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A. Except as noted in A.1 below, beginning with the first IKC qualifying race in 2022 all boats must comply with Priority Rules 1-9 as shown on the attached Measurement Form. For consistency, a boat's compliance with the Priority Rules will be documented by submission to the Secretary of a Measurement Form signed by the Measurer and the owner and posted on the Knarr Class website. A boat that does not have a valid Measurement Form will not have its races counted for IKC qualification.

A.1. Boats whose lower shrouds and chain plates were originally installed (and remain) in locations that do not comply with Priority Rule 3 (Class Rule C.9.7) are grandfathered and do not have to be modified to conform to the Rule. Any subsequent modification of the chain plate or shroud locations must comply with the Rule.

B. Beginning with the first IKC qualifying race in 2022, all sails must be measured and stamped by the Measurer or their designee at the loft(s) before delivery to the owner.

C. The Technical Committee will seek volunteers to weigh their boats if a safe, accurate and cost-effective method is identified.

D. In 2022, the Technical Committee will develop a recommendation for measurement and possible regulation of keel shapes. During 2022, the Technical Committee will seek permission from, but not require, access to measure keels when convenient for the owner.

E. By December 2022, the technical committee will present its findings from items C and D and invite discussion about what, if any, changes to the Rules would be in the best interest of the fleet.

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6:41 PM Vice Admiral Jamie Scarbrough presented the proposed Racing Schedule:

- **Lots to solve for: races every month and spread out throughout the year.**
- **Fleet loves the off the wall Shorter courses, earlier in the day (Joe Logan)**
- **Preference with City Front, Alcatraz and Knox over Olympic Circle**
- **Lots of feedback not to race in April**
- **If possible, not race with other fleets with Bigger boats**
- **Mike Ratiani, Knarr Perpetual will be the SFYC Championship regatta weekend before RBBS**
- **Spring Fest -Enter but not count it**
- **Racing on Fleet Week weekend 13 voted against Racing Fall Classic**
- **Adding a few more Zarwell races**

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7:24PM Started to present the motions for vote. The boat owners who created these motions all submitted them to the Admiralty at least 10 days before the Annual Business meeting.

- BOTH of these motions were presented to the admiralty before the 10 day deadline so only a simple majority is required to pass them.
- Because the meeting was done via zoom, we still just raised hands
- I have listed very abbreviated summaries of the motions. To see the full motions voted on see attachment A which is the FULL set of motions that were distributed to the boat owners via email well before the meeting so the members had time to think about the motions

7:25 Motion #2 (presented first) Article 16 of the SF Bay Knarr Association Articles of Association is proposed to be amended to include the following: *By Sean Svendsen*

Sean Presented his motion below.

In any qualifying series for the IKC, one of the berths allotted to the U.S. will be awarded by lottery at the end of the qualifying series. To be eligible for the lottery the skipper (or co-skipper) must have met all requirements of eligibility as otherwise set forth in Article 10 or voted upon by the membership.

Those participating in the lottery will receive one lottery ticket for each race in the IKC qualifying series in which the competitor received a finish position score or in which he/she was scored OCS, DSQ or DNF. No tickets shall be awarded for races in which a competitor was scored DNC or where a race was abandoned on the water or cancelled due to weather conditions.

All lottery tickets shall be placed in a hat

and a winning ticket shall be drawn at the annual awards dinner or as otherwise deemed by the elected Admiralty. The person drawing the winning ticket shall be a skipper who has already qualified for the IKC or someone who has no intention to participate in the IKC as skipper or crew.

The winner of the lottery must be present at the drawing to accept or have a designated proxy present to do so. If the winner of the drawing is not present, has no proxy or declines, another name shall be drawn from the hat in the same manner until a winner verbally accepts the berth.

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Following acceptance by a winner two alternates shall be drawn in the same manner and those skippers shall be eligible, in the order of how their lottery tickets were picked, to participate in the IKC should the winner subsequently be unable to compete in that IKC.

The intent of this article is to encourage participation in the IKC qualifying series by offering an at large berth to the IKC. All subsequent changes or amendments to this lottery procedure should be made with the intent of encouraging participation in the qualifying series.

There were lots of comments:

Dustin Winn commented that this would be great

Sean said he thought on the fly maybe we should give more chances to get in the IKC to those who race more often: ie the more you race, the more lottery tickets you get

7:45 142 Seconded the motion

7:47 Voting started 6 Yes votes, Motion did not carry

7:50 Motion #1 RE: Danish Rule Crew *Put forward by John Jenkins (presented By Risley Sams*

The Danes adopted a class rule which stated that only three people could sit on the rail. If a 4th crew was added that individual had to sit on one of the seat lockers. The 4th crew would not be allowed to sit on the floor of the cabin nor inside the cabin leaning against the outside walls of the boat.

This leveled the playing field for fair racing.

By having only three crew. One avoids having a “dogs” body” who has to slide across the cabin top under the boom every time the boat tacks., which is not an appealing function for members joining the fleet as crew. Furthermore, it is a lot easier for prospective purchasers of a Knarr to deal with just 3 crew. Getting an extra 4th person is considerably harder to recruit.

The San Francisco Fleet abandoned the idea of crew weights as being cumbersome and unenforceable. With only three crew on the boat that particular question becomes moot. The San Francisco Admiralty has introduced a number of variations from the Original Knarr design. Moving winches forward, establishing a forward position for the head stay, and an extra-large barney post which makes moving around the boat difficult.

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John Colver introduces a motion in written form at an Annual Meeting some years ago to deal with the crew matter and recommended (in more cogent terms than I could do) adoption of the Danish rule on crew.

A motion to discuss the merits of adopting the Danish rule should be reintroduced based on the positive experience of the 3 crew limitation during the Ad-hoc Racing of the Knarr Fleet on the city Front in 2021 this past Summer.

PROPOSAL: Keep 4 Crew

Modify the Danish rule as follows. Only 3 people can sit on the rail. A fourth crew may sit on a locker or stand in the hatchway

Arguments for the modification:

It allows for 4 crew on the boat if desired by the skipper. Standing in the hatchway is participative and easy to accommodate tacking, helping with the main and jib leads. Newcomers can learn quickly without “getting in the way.” Seated on an inside cabin bench might also be considered.

Motion was voted Upon: Result: 2 votes for Did Not Pass

New Business:

Need to appoint a nominating Committee: Mike Ratiani said that we will go back and read the motion from last year and get it resolved

Sean wanted to bring up the Wednesday night series, get new people involved, let other people helm the boat. Sean suggested that we fly a flag that shows we have a guest skipper on that night. Signaling a guest skipper

Theresa brought up “rocking the boat” and if she is allowed to rock the boat can she? Many people replied, Sean, Steve but no definitive answers

8:20PM Motion to Adjourn by Risley Sams

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