



**SAN FRANCISCO BAY KNARR ASSOCIATION**

**2016**

**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**

Yearly 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**

**.01: 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.

**.02: Requirements**

- (a) Regular or Chartered-Boat Memberships: May be obtained by new owners or charterers of Knarr 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.

**.03: 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 8 - OFFICERS**

**.01 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.

**.02 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 like time at the following fall dinner meeting.

**.03 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 Knarr 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 Knarr Yacht complies with these Articles of Association.

**.04 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.

**.05 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 Class. 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. Proxy voting 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.

**.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 IKC 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 skippers) 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 IKC 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.

**.02 Co-Skippers:**

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 IKC 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 IKC 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.

**.03 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 IKC Deed of Trust discourage a practice of dropping-in to charter for a qualification period for a local IKC by virtue of an ownership clause and thus the Executive Committee shall have the absolute authority to rule on the eligibility for IKC 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 IKC participation subject to advance season approval of the Executive Committee and subsequent approval of the Joint IKA 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 IKC 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.

- (d) 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.
- (e) Breakdown points are defined as the average of the points awarded for all other races in an I.K.C. Qualifying 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.

### **.01 Conformance to One Design Rules:**

- (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.
- (b) The Appendices ("drawings") attached hereto (from the Danish 1989 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 1996)
- (c) Cabin plans are limited to the European, or small cabin, as shown on the blueprints. Doghouses, split cockpits or yachts without cabins are prohibited.
- (d) Self-bailing cockpits are prohibited, and in all cases, the cockpits must be of the type originally designed and used by the designer in Norway.
- (e) At least two, permanently installed, fixed bunks, must be within the cabin space of each yacht.
- (f) The single bulkhead separating cockpit from cabin must be left in place.
- (g) In GRP boats, cockpit bench seat boxes may extend from 480 – 800mm from the aft face of the bulkhead. In wooden boats, the cockpit bench seats may extend from 550 – 800mm from the forward cockpit bulkhead

### **.02 Prohibited Equipment**

- (a) Inboard, or permanently fixed engines are prohibited.
- (b) Inside ballast of any kind is prohibited except as provided by specific class resolution with particular reference to fibre-glass boats.
- (c) Roller reefing gear is prohibited in either mainsails or jibs.
- (d) No reefing gear of any kind is permitted for any jib. Jibs may not be reefed and may not be loosened from the jib stay fitting at deck level.
- (e) Rope luff jibs and zipper luff jibs are not permitted. Jib luffs shall be affixed to the headstay by hanks or webbing and snap style attachments only.
- (f) Trapezes or other forms of hanging arrangement, handholds on deck, hanging straps (hiking aids) or similar equipment are prohibited. (February 1996 - Blue Book 18.4)

### **.03 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 Jib-Fairlead arrangement which permits both lateral and fore and aft adjustment, specifically a double-track with cross-bar or equivalent, is permitted.



- (c) Barber Haulers are permitted. They may be led below deck aft of the cabin.
- (d) Deck Benches are permitted parallel to the toerail, athwartships of the cockpit. They must be inboard of the toerail, but by no more than one inch (1") from the upper, inboard aspect of the toerail. They may be up to two and one half inches (2 ½") wide and no higher than the straight line from the top of the cockpit coaming to the top of the toerail directly athwartships of the deck bench. They may not be used as a hiking aid. (February 1996).
- (e) Jib Luff Wire. A jib luff wire is not a requirement (February 1999).
- (f) Adjustable Luffs. A purchase or Highfield lever for adjusting the luff tension of the jib and the main while racing, is permitted. Halyards of all sails shall be fastened over deck and may be led aft.
- (g) Electronics: Electronic compasses are allowed and GPS's are not.

#### **.04 Keels and Haul Out**

- (a) Keels may be coated with any suitable material for the prevention and retarding of corrosion and rust. The use of metal coatings or metal for filling of casting of sand holes is prohibited.
- (b) Haul outs 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. Careening boats for cleaning purposes only is permitted as often as wanted. Offseason dry storage is permitted October 31 through April 1<sup>st</sup>.

### **ARTICLE 13 - SPARS AND RIGGING**

#### **.01 Mast:**

- (a) Black Bands Masts shall be striped with 13mm stripes of color which contrast with the mast. The stripes shall be 9450mm apart measured inside to inside. The top of the lower stripe shall be 800mm above the deck, not the king plank. Any boat on which the mainsail extends beyond the stripes described in this Article, will be considered illegal for racing and will be subject to immediate disqualification without recourse.
- (b) Spar Construction.  
Wood 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 line drawings as defined in Appendix F.
- (c) Mast Height and Configuration. There shall be no minimum mast and / or sheave height for wooden masts. However, subsequent to 2/10/94, all new masts and any rebuilt or modified mast heads shall have the shape and dimensions as described and depicted in Appendix D attached hereto and made a part hereof.
- (d) Aluminum mast specifications.  

MAST:	Z230 Taper , One piece aluminum section, available from Z-Spar or its subsidiary US Spars.
INERTIA:	143cm <sup>4</sup> x 69cm <sup>4</sup>
DIMENSIONS:	122mm x 82mm
WEIGHT:	2.3 kg/m
FINISH:	Masts may be painted, powdercoated or anodized.
- (e) Aluminum Masthead. The masthead on Aluminum masts shall be tapered and the masthead fitting shall be of the "Knarr Style", constructed according to the specifications as set forth in the technical drawings, Appendix F – Hollow Aluminum Spars Detail
- (f) Masthead taper: starting from that specific point cross- sectional where the "Knarr Style Masthead fitting is connected to the top of the mast and tapering downward not more than 2620 + or - 5 mm.
- (g) Main Sheave Height. There shall be no maximum sheave height.
- (h) Extra Halyards. One extra "gennaker" halyard is allowed.

- (i) **Halyard Exits.** As many halyard exits as necessary are allowed.
- (j) **Mast foot “Shoe”.** The mast foot for aluminum masts shall be of sturdy metal or composite construction.
- (k) **Mast Step.** The mast step may be adjustable, however the step of the mast may not be adjusted while racing.
- (l) **Standing Rigging Attachments.** Upper and lower shrouds and jumper stays shall attach to the mast using standard “T-Ball” swaged fitting style. Backing plates may be used at these insertion points.
- (m) **Adjustment Of Rigging While Racing.** Standing rigging may not be adjusted while racing, except for adjustment of the backstay, of which the purchase ratio is free.
- (n) **Internal Mast Fixtures and Navigation Lights.** Internal conduits for routing of wires for navigation lights, and their requisite wire and components are allowed.
- (o) **Halyard Construction.** Halyards of wire rope or ‘soft’, modern rope material are allowed.
- (p) **Halyard Adjustment.** Halyards may be adjusted using unlimited ratio purchase systems, and maybe adjusted at anytime while racing.
- (q) **Spreader bracket.** Spreaders will bolt onto a “V” shaped bar that sticks through the mast. That “V” shaped bar shall not be welded to the mast.
- (r) **Modifications to Mast:** Any method to reduce the weight of the mast, including acid etching, grinding or cutting of windows is prohibited. Light sanding for preparation prior to painting is permitted.
- (s) **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 3090mm aft of the measuring point at the bow, and an Aluminum mast not forward of a point equal to 3080mm measured with no tension in the backstay. Said measuring point shall be defined as the intersection of the projections of the top surfaces of the covering boards at the bow with the forward edge of the stem piece. (3/13/73). The forestay shall intersect the deck at a distance measured horizontally of 2000+ 0-20mm from the fore side of the mast when placed aft in the mast hole. The mast may not be stepped on deck.
- (t) **Mast Hole.** The mast hole through the deck shall have max. length 120mm and max. width 105mm for wood masts, and max length of 142mm and width of 105mm for side to side for aluminum masts. Blocks on the side of the mast or rubber bands to protect them are allowed. A larger hole is permitted in the fore and aft plane as long as the above maximum dimension is maintained by means of inserts (of hardwood or similar).
- (u) **Shrouds and Chain Plates.** The upper shrouds shall intersect the deck in such a way, that the plane formed by the two shrouds pass through the free opening of the mast hole or, if the hole is increased because of a protecting rubber band, the free opening minus the increase. The chain plates for the lower shrouds must intersect the deck **349 mm** abaft the upper chain plates.

**.02 Spreaders** A certain play in the mast fitting (for the spreaders) is acceptable; however, a straight line between the fastening points of the upper shrouds to the spreaders shall pass through the mast.

- (a) Aluminum mast spreaders shall be built in accordance with the technical drawings of Appendix D. They shall be a minimum top to bottom thickness of 20 mm and minimum fore – aft dimension of 55 mm.
- (b) Aluminum diamond spreaders may be tapered 10mm, being 43.5 at the base and 33.5 at the tip.
- (c) Aluminum diamond spreaders must have a bar attached between the tips per the drawings of 7 mm diameter and length of 603 mm

### **.03 Boom.**

- (a) **Black Band.** Booms shall be striped at their outer end in a manner so that the inboard edge of the stripe shall be 3400 mm's from the after edge of the mast. Any boat on which the mainsail extends beyond the stripes described in this Article, will be considered illegal for racing and will be subject to immediate disqualification without recourse.
- (b) **Gooseneck Limiter** Each boat with a wooden mast shall have a screw permanently fixed in the gooseneck track which will effectively prevent setting the mainsail below the lower stripe on the mast, if the gooseneck height is adjustable.
- (c) **Boom Length.** All wooden booms as currently constructed at the time of adoption of the aluminum spar rules, are permitted "grandfathered in". Other than these wooden ones, all new booms, be they of wood or aluminum shall not be longer than 3.75 meters, measured from the aft edge of the mast and at right angles and perpendicular to the mast.
- (d) **Rigid Vang.** Rigid Vangs are allowed, however they are not allowed to provide any positive upward pressure on the boom.
- (e) **Boom Vang Purchases.** Purchase system ratios for all vang controls are free / unlimited.
- (f) **Aluminum Boom Construction.**<sup>1</sup> All aluminum booms shall be constructed as follows:

Boom Extrusion Profile:	Z-Spar Z160
Inertia:	64cm <sup>4</sup> X 30cm <sup>4</sup>
Dimensions:	94mm X 68mm
Finish:	One piece section anodized to 25 microns
Tolerances:	For and aft + or – 5mm, Cross sectional + or - 2mm

### **.04 Whisker Pole**

- (a) The whisker pole shall not exceed 2500mm + or – 5mm in overall projection length, measured from the inner bearing point on one end to the outer bearing point on the other.

### **.05 Barney Post**

- (a) **Construction Material.** The Barney post shall be of suitable hardwood or aluminum construction and have a wood or aluminum only weight of not less than 3 pounds without traveler, requisite fasteners or the bracket that it mounts too.
- (b) **Travelers.** A traveler adjustment system is permitted, but traveler range is limited to 200mm max.
- (c) **Dimensions** . The Barney post shall have the general shape as depicted in Appendix F, but may be enlarged to accommodate a larger traveler car, provided the travel is limited to 200mm max.
- (d) **Footpegs.** Wooden foot pegs of hardwood may be affixed to the ends of the barney post.
- (e) **Height measurement** . On wooden Knarrs, the Barney post when measured from the keelson on the aft edge of the post shall be between Min 550mm and 750 Max, measured to the top of the post or traveler car, whichever is higher.

On GRP Knarrs, the Barney post when measured from the top of the floorboard to the top of the post or traveler car shall be min 440mm and max 540mm whichever is higher.

**.06 Sheeting System:** The mainsail shall be sheeted either from a double block from the end of the boom to two blocks on the deck situated equidistant to the fore and aft plane and 900mm +20m apart, or to a traveler post allowing max. 200mm sideways travel of the sheet fastening point. The height and position of the post shall be according to Appendix E. The design and the purchase of the sheeting systems is optional and systems with more than one ratio are permitted. However, all parts of the sheet shall run directly between the boom and post. Use of winch on the post is permitted. The point of fastening on the boom shall be above the post. If more than one sheeting block is used, the distance between the blocks furthest from each other shall not exceed 250mm.

**.07 Rigging**

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

Jib Stay	5 mm
Upper Shroud	5-mm
Lower Shroud	5 mm
Jumpers	4 mm
Back Stay	4 mm

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

Shrouds and forestay: 5mm 1X19 stainless steel wire

Backstay: 4mm 1X19 wire

Jumper: 4mm 1X19 wire

Turnbuckles: Bronze /Stainless Steel, handles for adjustment if desired, scaled to wire gauges.

**.08 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 dismasting 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 dismasting 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 dismasting of a Fleet member in Good Standing.
- (e) The Fleet's reserve masts may be used during an IKC, 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.

**ARTICLE 14 - SAILS**

**.01 Cloth**

All material except dacron or cotton is excluded from use in the building of sails. The weight shall be a minimum of 6.5 ounces, maximum 8.5 ounces. It is understood that weights referred to are nominal weights used in the sailmaker trade.

## **.02 Construction and Measurement.**

Where no statement to the contrary is made in these rules, sails are to be constructed and measured in accordance with I.Y.R.U. Sail Measurement Instructions as set forth in Appendix C attached hereto and made a part hereof.

## **.03 Windows.**

- (a) One window of unwoven material is required near the foot of the mainsail and permitted in the jib, per Appendix B.
- (b) One window of max area 0.3 m<sup>2</sup> of unwoven material is allowed for a window in the luff of the main, to observe the leach of the jib.

## **.04 Dimensions.**

All dimensions of sails shall be in accordance with the "Sail Plan" Appendix B attached here to and made a part hereof, except as otherwise stated hereunder.

**.05 Jib** Jib dimensions shall be as follows (all measurements are in metric):

- (a) The maximum measurements of the jib taken from the line where the width of the sail measured perpendicular to the centerline of the sail is 120 mm, are:

Luff	6650 mm
Leech	6450 mm
Foot	2600 mm

- (b) The width of the jib measured 2700 mm under the above-mentioned line may not exceed 1150 mm.
- (c) The centerline measurement of the jib taken from the above-mentioned line to the center of the foot may not exceed 6600 mm.
- (d) The leech of the jib may be stiffened with 3 battens spaced approximately equally from each other and the head and the clew of the sail.

Length of uppermost batten	May be full length.
Length of the mid batten	600 mm maximum
Length of bottom batten	700 mm maximum
Width of battens	50 mm maximum

- (e) The depth of the batten pockets not to exceed length of battens plus 50 mm.
- (f) All jibs measured under previous Knarr rules are acceptable (Grandfather rights).

**.06 Mainsail** Mainsail dimensions shall be as follows (all measurements are in metric)

- (a) Leech: 9700 mm maximum
- (b) 3/4 girth measured across the sail from a point 3/4 the height of the luff and leech: 1200 mm maximum 1
- (c) 1/2 girth measured across the sail from the mid-point of the luff to the mid-point of the leech: 2150 mm maximum
- (d) The mainsail may not be stretched over the inner edges of the measurement bands on the mast and boom.
- (e) The width of the headboard including luffrope not to exceed 120 mm measured perpendicular from the luff.
- (f) The curve of the roach shall be smooth and continuous.
- (g) Batten lengths shall be as follows:

1 Top	May be full length
2	1000mm
3	1400mm
4 Bottom	1400 mm

- (h) Width of the batten max. 50 mm. The depth of the batten pockets not to exceed length of batten plus 50 mm.

- (i) Aluminum masted yachts may either use slides / “slugs” or bolt roped luffs.
- (j) Foot of the main may use slides, bolt ropes or be ‘loose footed’. Yachts with wooden spars may use slides or be loose footed.

**.07 Sail Identification**

The class emblem (a circle) and the sail number (as assigned by the Executive Committee) of each yacht shall appear on each mainsail in the upper half of the sail, and shall be placed and centered in such a position as to provide maximum visibility to persons on shore or in other yachts. The class emblem shall be placed above the sail number e.g.

O  
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The letters “US” may also appear on the sails (but are not required) in a position immediately to the left of the racing number. No letters or numbers other than the foregoing are permitted.

**.08 Prohibited Sail Features**

Sails may not contain any features prohibited under Article 12.

**ARTICLE 15 – WIBROE CUP**

**.01 Defined**

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

**ARTICLE 16 – IKC QUALIFICATION**

- .01 Beginning with the qualification series for the 2014 IKC, the SFBKA will determine its IKC 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 Admiralty 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 Articles and made a part hereof:

- APPENDIX A:** Line Drawing of the Knarr.
- APPENDIX B:** Knarr Sail Plan.
- APPENDIX C:** IYRU Sail Measurement Instructions.
- APPENDIX D:** Knarr Wooden Spars and Struts.
- APPENDIX E:** Barney (Traveler) Post
- APPENDIX F:** Knarr Aluminum Spars and Struts

## **REVISION HISTORY**

Beginning in 2016 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, 2016          Article 10 revised