

International Knarr Championship

Deed of Trust - Updated at the 2006 Admiral's Meeting

1. The purpose of the International Knarr Championship is to provide a competition between friends united by their love of the Knarr. While it is a competition, all participants should enter the championships pledging to be the best sportsmen possible in their relations with each other and in the handling of the boats.

The Championship shall be held every year, alternating between the USA, Denmark and Norway. The first Championship will be held in the United States, at San Francisco, California in 1969. In the event the German Knarr fleet achieves a one-design Knarr class with a sufficient number of boats to host the IKC, Germany shall be included into the rotation as a host country every fourth year, beginning in its first year of such eligibility following an IKC hosted by the USA. Following Germany's first hosted IKC, the ordering of host countries will continue in its previously established sequence.

2.

A. Eligibility

The host country shall decide the number of skippers with crew. The visiting countries shall each be granted a minimum of five berths for their skippers with crew. The host country may enter up to twice the number of skippers with crew as each of the visiting countries. In the IKC competition at least one member of each qualifying team has to be at least a 1/3 owner in the boat that the team sailed to qualify with. The champion of the previous year shall also be invited to participate provided that he is a Knarr owner of at least 1/3 of a sailing Knarr at the time of the regatta. The ownership requirement may be waived by the Admiralty of the champion's country. If the previous year's champion does not sail in the regatta, the country of the defending champion shall be granted an additional berth in the regatta.

Beginning with the IKC in 2008, and every subsequent year until it achieves host country eligibility status as provided in 1(a), Germany will be entitled to one entry in the Norwegian, USA and Danish hosted IKC's, provided each of the following requirements has first been satisfied: (i) Germany establishes and maintains a one design Knarr class and association, accepting the Knarr International Class rules, and being recognized by the German racing authority; (ii) Germany's established Knarr class association has an IKC qualifying series of at least 4 races with at least 5 boats competing for the entry in the upcoming IKC; and (iii) Germany's established Knarr class association accepts and adopts the IKC Deed of Trust in its entirety. Should one German team enter the total number of IKC-contestants will increase with one berth.

B. Notice

At least three weeks before the regatta, the visiting countries shall advise the host country of the names of the skippers that they will send. If a visiting country advises the host country that they will not be filling their quota, then the host shall promptly offer any vacancies to the other visiting country. If there are still unfilled berths after making the offer to the visiting countries, then the said berths may be filled by skippers who raced in their own country's elimination series. If a vacancy is not filled by a qualified visiting skipper, then it shall be filled by the highest qualifying skipper from the host country.

C. Selections

Each country's national Knarr-organization will decide the system to be used in selecting their participants.

D. Professional competitors

No professional sailor, as defined below, shall be permitted to sail in an IKC as skipper or crew, unless that person has sailed in 75% of the IKC Qualifying races for that year.

If the defending champion has not sailed the qualification races of the defending year, the crew he brings along shall meet the requirements of the rule.

A professional sailor is defined according to the "ISAF Sailor Classification Code 3" being in force at the time of the IKC.

(The 2006 definition of "ISAF Sailor Classification Code 3" is:

"A professional Competitor is one who during the last 24 month directly or indirectly:

- a) has been paid for:
 - (i) competing in a race,
 - (ii) training, practicing, tuning, testing, maintaining or otherwise preparing a boat, its crew, sails or equipment for racing, and then competed on that boat, or in a team competition, in a boat of the same team; or
- b) has been *paid* €1,500 or more for allowing his or her name or likeness to be used in connection with his or her sailing performance, sail racing results or sailing reputation, for the advertising or promotion of any product or service; or
- c) has publicly identified himself or herself as a Group 3 competitor or as professional racing sailor.")

Responsibility of Skippers entering the IKC :

“If the team includes a "professional competitor" as either skipper and/or crew, as defined under Rule 2D, a written detailed explanation of each person's activities under 2D (1)-(4) must be provided latest at registration. For such individuals, the Admirals further request that the Skipper provide the dates of qualifying races these competitors crewed and/or skippered – 75% rule. This written response will be shared with the admirals of all three fleets for joint determination on eligibility.

The joint Admirals may at any time before and during the IKC, without any explanation, ask any skippers for a written detailed explanation of competitor qualification under 2D (1) –(4), and a list of the qualifying races the competitor participated in. The written response will be shared with the admirals of all three fleets for joint determination on eligibility and thereby penalty. "

3.

A. Regatta Conditions

The Championship shall be decided by a regatta of four completed races and a maximum of 10 scheduled races. The host country shall determine the number of scheduled races to be sailed with the above limitations. In addition there shall be a tune-up race.

If more than five races are completed then there will be one throw-out, if more than eight races completed there will be two throw-outs.

The Championship shall last 7-8 days include a lay day.

The schedule is decided by the host country. However possible negotiations and special requests are to be considered.

B. Courses

The courses shall, if the racing area permits, be of the "Knarr"-style.

Port courses have preference.

C. Committees

The host country will provide the required committees to conduct the regatta.

D. Yachts

The host country will make available the necessary number of yachts complete with sails. All participating yachts and sails must comply with the host countries national Knarr rules and regulations.

E. Draw of yachts

The yachts will be drawn by lot for each race of the regatta in an equitable manner. A race shall not be given up in such a way that the crew loses the possibility to race that boat. (The consequence is that if all races are not started, the latest scheduled race will not be arranged)

The order of the races may be reorganized to accommodate switching of boats in order to reduce the amount of changing during a day.

F. Standing rigging and running rigging

With the exception of the backstay, tuning of the standing rigging during the regatta will not be allowed.

The boats must be raced in the condition provided by the owner and the technical committee. Sheets, sheeting systems, cleats, barber hauls, battens etc. shall not be changed or modified by the competitors. Violation of this will be protested and reported and may result in disqualification from this race or the whole IKC series.

G. Substitution of yachts or sails

Substitution of yachts and sails may not be made except in an emergency.

H. Racing rules

Racing rules shall be the Rules of the International Sailing Federation and the Sailing Instructions.

I. Crew Limits

The crew number shall be no less than three and no more than four, including the skipper.

The crew number and members must be the same in all races. No member of the crew shall be substituted unless a written permission is obtained from the Race Committee the day before the race, or in case of acute illness, as soon as possible.

J. Breakdowns

A yacht, disabled through an accident, or failure of supplied equipment, and through no fault of her crew, may request special consideration from the Race Committee. Such yacht must make every effort to finish the race, provided that further damage to the yacht will not be incurred.

To request special consideration, the yacht must display a yellow flag conspicuously in her rigging at the first reasonable opportunity after the breakdown, and shall keep it displayed until acknowledged by the Race Committee. This is a change of RRS 60 + 62. The boat must file a written protest in accordance with RRS 60 after returning to harbor.

K. Scoring

The scoring system shall be of the Low Point system type, except as modified by the paragraphs on breakdown which follows:

In the event of breakdown and when special consideration is requested, as described above in item J, the Protest Committee may, at their sole discretion, at a hearing to take place at the conclusion of the race, take any one of the following actions. This is a change of RRS App A4.

1. Order the race to be re-sailed.
2. Award such yacht a point or points as if it had been unimpaired.
Await the completion of the series, and calculate the number of points according to section A and B. Award the yacht the average number of points of A and B.
3.
 - A. The number of points resulting from adding together the number of points obtained by the skipper of the disabled yacht, in the other races of the regatta, and dividing that number by the number of other races which that skipper completed during the entire series, and for which breakdown points were not awarded.
 - B. The number of points resulting from adding together the points obtained by the disabled yacht in the other races of the regatta, regardless of who sailed it, and which were completed by that yacht, and divide that number by the number of other races so completed by that yacht during the entire series, and for which breakdown points were not awarded. The points under this section shall be in accordance with the actual finish position of the yacht and shall not reflect any disqualification of the skipper sailing the yacht at that time.

L. Protest committee

The members of the protest committee shall be able and qualified people.

The host country can provide a complete protest committee (minimum three members),

The visiting countries may appoint substituting or additional members.

4.

A. Trophy

The winner of the regatta shall be presented the International Knarr Championship Trophy supplied by the host country.

- B. It shall be the responsibility of the winner to keep the trophy safe and insured for replacement value. He shall also be responsible for delivering the trophy in the next host country in time for the next Championship regatta.

5.

A. Miscellaneous Provisions.

In the event the Knarr class expands to other countries, such countries shall have the right to compete for the Championship.

- B. If the country next in line to hold the Championship declines to sponsor the event, the responsibility for sponsoring it shall pass to the next country in line.
- C. Should the interest in the Knarr class wane, and no race be held for three consecutive years, the trophy shall become the property of the National Knarr Authority of the country whose representatives have won it the most times. If a tie exists, the trophy shall belong to that country, whose representative won it most recently.

6. Deed of Trust.

Amendments or changes to this Deed of Trust may be effected only by two-thirds vote of National Knarr Authorities, each authority casting one vote. In the event Germany becomes eligible to host the IKC as provided in 1(a), changes to this Deed of Trust may be effected by a majority vote of the National Knarr Authorities, each casting one vote, beginning in the first year following an IKC hosted by Germany.

Note!

At the 38th International Knarr Championship, held in Copenhagen in 2006, the Admirals agreed upon the above revised edition taking effect from IKC 2007.

Earlier revisions of the Deed of Trust are published in programs for the years 1975, 1986, 1987, 1991, 1993, 1995, 1997, 1998, 1999 (Oslo, it was agreed to open for experimenting with number of races and number of days as proposed.), 2000, 2001, 2002, 2006.