

The following is an ongoing Question & Answer Discussion that came about from the 2017 Annual Business Meeting. The Admiralty agreed to invite questions regarding the revised version of the rules, to answer ANY, and ALL questions in advance of full implementation of the 2018 season. Through multiple fleet communications the following questions have been asked via fleet member submissions, and those the Measurer observed. The purpose is to find answers already clarified in a detailed reading of the rules, and to discover what issues may require an official interpretation, OR a National Prescription for Country-Specific variations in the rules and agreed to at the International Joint Admiralty Annual Meeting.

### **QUESTIONS & ANSWERS**

Q: What are we actually doing with the new version of the rules?

A: This is a document-to-document replacement of the existing Blue Book Class Rules.

Q: What is different about this document that necessitates replacing the Blue Book?

A: This updated version put out class rules into the modern format by using the template from World Sailing (formerly ISAF). It also includes country-specific variations that are currently in our SFBKA Articles so the Class rules can be in a single document, rather than two. It also means there is a single document that works for all countries.

Q: Will we still need our Articles when this is implemented? Why?

A: Yes; we need our articles to govern how we operate as a local class and how we qualify for IKC, and other fleet-specific issues; however, we will need to delete the items that are already contained in the class rules.

Q: How do we deal with any issue that may be problematic?

A: To avoid any blanket grandfathering we will have to address items on a case-by-case basis for consideration at a future business meeting and fleet vote, OR implement National Prescriptions, a process previously authorized by the IKA.

Q: The title page of the document refer to “Closed class rules . . . .”; what does this mean?

A: By World Sailing definition this means anything not specifically permitted by the rules is not permitted. This has always been a provision of the previous Knarr rules, but stated in a different manner.

Q: Rule C.10.3 (b)(3) states that slides are required on the luff of the mainsail, but locally we have permitted luff-rope attachment in our articles. Are slides now required?

A: In 2015 Joint Admirals meeting it was voted and passed that the slides are not required in the US. It is an omission in the current document that will be corrected in the next version, or a National Prescription, to not require slides on the main for US Only.

Q: (from a sailmaker) The new dimensioning and method for the jib would make a jib made under the existing rule out of compliance by a small margin in the upper girth area. How would an older jib be treated be treated under the newest version when implemented?

A: Existing sails purchased and measured under the rule version in effect at the time will remain in compliance.

Q: The new rules say that cockpit drawers are mandatory (see section D.1.1(h) on page 14). I think most boats don't have them.

A: The answer is found in the following rule section:  
D.9.5 For the US Knarr Fleet only, drawers and correction weights are not required.

Q: C.2.3(a) In the past the sf rules allowed for a foot rest on the outside of the barney post. Will this still be legal?

A: We will maintain the provision prior passed by a fleet vote that is current stated in our Articles, and place them in our National Prescriptions. We can further raise a rule refinement proposal to the IKA to add detail that is absent in the rule document.

- Q: C.5.1 (b) optional - list is very incomplete if intent is to provide for all other equipment, clothes and tools that might be stowed onboard during racing.
- A: C.5 is titled "PORTABLE EQUIPMENT AND C.5.1. states "FOR USE": This mean USE during racing. Clothes are not considered "equipment" and tools and other such items would be "stowed".
- Q: C.6.1 - With no builder in SF and no one to re-measure a boat this provision will not work. At a minimum It [class rules] needs to provide for SF boatyards to makes repairs for Knarrs and certify that the work meets the class rules standards in lieu of recertification.
- A: In the normal course of maintenance such as painting, fairing to achieve a quality finish is "routine". If a "Modification" or "Major Repair" may change a characteristic of the boat, re-certification is required. We will implement an Official Interpretation, or a National Prescription that states "**re-certification shall be defined as the Approval of the Measurer**" to provide a consistent application of the rules.
- Q: C8.1 (a) - I have been trying to order a replacement rudder from the German builder for 5 months and still have not been able to obtain a commitment from him to build me a rudder - at any price! We need to be able to have rudders repaired in bay area yards and or have an alternative builder like Phil's Foils in Canada.
- A: The rudder is mentioned in more detail in Section E.4. and section E2.2 gives latitude to be re-built/built by others. E4.3 allows the NCA, per A.2.1, which in our case is the San Francisco Bay Knarr Association, to license a builder. We are empowered to issue a license to a vendor for this purpose in advance of the build. As such, for the purpose of new rudders, the SFBKA has issued a license to Phil's Foils in Ontario, Canada to build class-approved rudders.
- Q: C.9.4.(b) (4) - The new rule does not specifically address using block fore and aft of mast hole to reduce the size of the hole - as the rules have provided for in the past.
- A: We can provide an official interpretation, or a National Prescription that allows for previous practice.
- Q: C.9.6 (a) 1 - The whisker pole rule does not specify how the length should be measured. At least it should reference the drawing that shows how it is measured. I think the measurement process should be described in the rules.

A: Page 35, APPENDICES, does reference applicable drawings. Also, drawing "L" does specify the measurement point. Additional measurements are contained in F.5 WHISKER POLE.

Q: C.9.7 (b) (2) - This does not provide for the use of "bars" to move shrouds forward or back from original chain plate. It also does not provide for a third chain plate to help support the shroud.

A: We can provide an official interpretation, or a National Prescription that allows for previous practice.

Q: Can the main or jib halyard be arranged with a purchase (i.e. 2:1) between the head of the sail and the halyard sheave.

A: NO. The International Technical Committee interprets this as prohibited under the Closed Class Rule definition of our rules.