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Admiral Kemnitzer, wearing a hat that originally belonged to Knud Wibroe's grandfather

Welcome

FROM THE SF ADMIRAL

Dear Knarr Skippers, Crews and Friends,

It is with great pleasure that I welcome you to the 51st International Knarr Championship, hosted by the wonderful San Francisco Yacht Club in Belvedere, California.

Last year we celebrated the 50th Anniversary of the International Knarr Championship in Denmark. This year we start the next 50 years at the San Francisco Yacht Club where it all began, 51 years ago. It is, without a doubt, an amazing sporting achievement to have such an event last for so long. We must thank all who had the foresight to start the International Knarr Championship, none more than our mentor Knud Wibroe. Knud, we truly are indebted to you—thank you.

Nancy and I bought our Knarr 116, *Wintersmoon*, in 1986, the 18th running of the IKC. The fleet was so welcoming and supportive. We had so much fun at our first IKC and in our first year of ownership. It turned out to be the perfect boat for us, and the perfect fleet.

I cannot tell you how grateful I am for the incredible support and work by the 51st IKC Committee, headed by the illustrious Phil and Jon Perkins. Their organizational abilities are phenomenal. But those are just two names of many people who have stepped forward in the fleet to make this 51st IKC a success.

The 2019 San Francisco Bay Knarr Association Admiralty is here to make sure you have a wonderful time on the San Francisco Bay, both competing in the races and enjoying the social experiences, visiting with old friends and making new friends so that the IKC continues on into the next 50 years.

Welcome.

Your Admiral
Bryan Kemnitzer,
Knarr 116, Wintersmoon

Welcome

FROM THE 51ST IKC CHAIRS

Phil and Jon Perkins

Welcome back to San Francisco!

It will be hard to match last year's spectacular 50th Anniversary Regatta in Denmark but we are excited to try. On behalf of both the SF Bay Knarr Association and the San Francisco Yacht Club, we welcome you to what we trust will be a memorable event.

These events do not happen without an extraordinary amount of effort and support, so we'd like to recognize and thank our regatta sponsors, advertisers, in-kind product support partners and many volunteers. Without these individuals and organizations, we would not be able to present one of the Bay's premiere sailing events, a balance of high-caliber racing and a unique weeklong social schedule. Please help us in thanking our volunteers and in supporting our sponsors and advertisers during and after the regatta.

The International Knarr Championship has evolved to include two truly unique features. First, we have removed any equipment advantage by requiring boat rotation (with each boat having identical new jibs). In addition, we provide housing to all visiting participants—and we know you reciprocate when we come to your town. These features are special to our regatta and add to the "secret sauce" of the Knarr fleet and the IKC. We could not offer these without the generosity of our local fleet boat owners and housing/home dinner hosts. For that, we thank you.

We are looking forward to a week of great sailing, camaraderie and carrying on the spirit of the phrase, "It's not the game—but the way it is played."

Fair winds and good sailing.

Phil and Jon Perkins
IKC Co-Chairs

2019 SFYC Commodore Andy Fromm

Welcome

FROM THE SAN FRANCISCO YACHT CLUB

On behalf of The San Francisco Yacht Club, we are excited to be the host club for the 2019 International Knarr Championship.

Founded in 1869, our club is celebrating its 150th anniversary this year. It gives us great pride that the International Knarr fleet has selected our venue for the IKC during our sesquicentennial celebration.

Working closely with the San Francisco Bay Knarr Association, we have assembled a great team that has worked diligently to ensure a wonderful experience both on and off the water during your time in California. From very competitive racing in San Francisco Bay's windy conditions, to our hospitality and shoreside activities, we hope you enjoy every part of your experience. If there is anything you need during your visit, please don't hesitate to let us know.

It is in the spirit of international competition and friendship that we warmly welcome you to The San Francisco Yacht Club.

Good luck and good sailing!

Andrew Fromm

Commodore
The San Francisco Yacht Club
Andrew "Andy" Fromm

Welcome

FROM THE CITY OF BELVEDERE

Mayor Nancy Kemnitzer

To all 2019 International Knarr Championship sailors,

On behalf of the City Council and citizens of Belvedere, I am happy to welcome each of you to our community. Many of you have been guests here before, but for everyone there is something new and memorable to experience.

The best way to see Belvedere is from the water, of course. As you sail out of The SFYC through Belvedere Cove, the former Corinthian Island rises on one side and Belvedere Island on the other. Looking at this landscape, it should come as no surprise that our Friendship City is Portofino, Italy.

For those who are visiting as regatta spectators—or for sailors who need some extra exercise after the races—we invite you to explore the town via its many public paths. Simply walk up Beach Road and you will see hand-painted signs for Pagoda Lane, Cedar, Hawthorne, Woodland and others that lead to the top of Belvedere for magnificent views.

If you would like to know more about Belvedere, please visit www.cityofbelvedere.org.

We hope you enjoy every minute of your stay here!

Nancy Kemnitzer,
Mayor of Belvedere

2019 IKC COMMITTEE

THE 2019 INTERNATIONAL KNARR CHAMPIONSHIP COMMITTEE IS PROUD TO WELCOME COMPETITORS, FAMILIES AND FANS TO THE SAN FRANCISCO YACHT CLUB FOR THE 51ST IKC. WE TRUST YOU WILL HAVE AN ENJOYABLE STAY AND A GREAT REGATTA.

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Terry Anderlini (Knarr 102)
Sean Jacobson
Chris Andersen
Jackson Morgus
Brian McSweeney
Dean Tsagaris
Zachary Scribner
Caroline Rietz

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Schedule of Events

FRIDAY, SEPTEMBER 6

2:00pm – 6:00pm
Registration and Welcome

SATURDAY, SEPTEMBER 7

9:00am
Skippers Meeting and Boat Draw

12:00pm
Tune-up Race

4:00pm
Opening Flag Raising Ceremony

6:00pm
SFYC Dinner for Participants
Musical Entertainment

SUNDAY, SEPTEMBER 8

11:30am
Race 1 and Race 2

After Sailing
Top 3 Race Prizes Awarded
Beer, Wine and Snacks

7:00pm
Private Home Parties

MONDAY, SEPTEMBER 9

11:30am
Race 3 and Race 4

After Sailing
Top 3 Race Prizes Awarded

Beer, Wine and Snacks

6:00pm
Casual Dinner at The SFYC

TUESDAY, SEPTEMBER 10

11:30am
Race 5 and Race 6

After Sailing
Beer, Wine and Snacks

6:30pm
*Midweek Dinner Party at **Capurro's Restaurant** in San Francisco*

Top 3 Race Prizes and Presentation of the George von Erpecrom Trophy

WEDNESDAY, SEPTEMBER 11

Lay Day
Organized Activities (details to be provided) or a day to explore on your own

THURSDAY, SEPTEMBER 12

11:30am
Race 7 and Race 8

After Sailing
Top 3 Race Prizes Awarded

***Absolution Brewing Co.** Craft Beer Tasting and Snacks*

FRIDAY, SEPTEMBER 13

11:30am
Race 9 and Race 10

After Sailing
Top 3 Race Prizes Awarded

Beer, Wine and Snacks

Free Evening

SATURDAY, SEPTEMBER 14

11:30am
Race 11 and Race 12

After Sailing
Beer, Wine and Snacks

6:00pm
***Martin Ray** Awards Dinner at The SFYC with Entertainment*

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Organization & General Information

IKC TEAM

IKC CHAIRS
Phil Perkins (OUSA 141)
+1 510 990 0020
pperk77@gmail.com

Jon Perkins (OUSA 125)
+1 415 812 5444
jonathancperkins@gmail.com

ADMIRAL
Bryan Kemnitzer (OUSA 116)
bryan@kbklegal.com

VICE ADMIRAL, RACE CHAIRMAN
Graham Green (OUSA 111)
+1 415 817 4736
ggreen@jsfin.com

HEAD OF BOATS & TECHNICAL COMMITTEE
Steve Taft
+1 415 518 0136
stevesailsf@gmail.com

ACCOMMODATIONS
Randy Hecht (OUSA 128)
+1 415 412 5783
randy_hecht@yahoo.com

IKC RACE HQ & HOSPITALITY DESK

Located at the **Knarr Village at The SFYC** on the Corinthian Deck

Team registrations, IKC info, sign-ups for social events, spectator boat tickets, daily lunches and regatta merchandise

THE SAN FRANCISCO YACHT CLUB

COMMODORE
Andy Fromm

SFYC RACE OFFICE ADMINISTRATION
Roxanne Fairbairn
+1 415 789 5677
race@sfyc.org

GENERAL MANAGER
David Robinson
+1 415 435 9133
david@sfyc.org

HARBORMASTER
Kevin Tentis
+1 415 435 9133
harbor@sfyc.org

EVENTS AT THE SAN FRANCISCO YACHT CLUB

Opening Flag Raising Ceremony
Awards Ceremony Dinner

RACE OFFICIALS

PRINCIPAL RACE OFFICER
Forrest Gay, RRO

PROTEST COMMITTEE
Rob Overton, National Judge (Chair)
Don Becker, International Judge
Egil Wold, International Judge
Tom Roberts, National Judge
Danielle Lawson, Judge

HEAD OF TECHNICAL COMMITTEE
Steve Taft

Participating Skippers

DEN 124 | Anders Myralf
Kongelig Dansk YachtKlub

USA 103 | Tim Dowling
San Francisco Yacht Club

NOR 139 | Carl-Fredrik Joys
Bergens Seilforening

USA 134 | John Buestad
St. Francis Yacht Club

USA 141 | Chris Perkins
StFYC / SFYC

USA 111 | Graham Green
St. Francis Yacht Club

DEN 112 | Henrik Soederlund
Kongelig Dansk YachtKlub

DEN 111 | Ib Ussing Andersen
Kongelig Dansk YachtKlub

NOR 140 | Dag Ivar Ytreberg
Kongelig Norsk Seilforening

USA 125 | Jon Perkins
San Francisco Yacht Club

USA 120 | Knud Wibroe
San Francisco Yacht Club

USA 138 | Jamie Scarbrough
St. Francis Yacht Club

DEN 90 | Lars Gottfredsen
Rungsted Sejlklub

NOR 142 | Lars Jårvik
Bergens Seilforening

103 Kulani

Thanks to all those who make Team 103 possible

Lisa Dowling
Steve Taft
Bob McIntire
Brooks Price
Rosalind Meade
Chelsea Dowling
Mackenzie Dowling
Jon Perkins
Randy Hecht
Joss Wilson
Team 130 for letting me off the bow
Ken Keefe (KKMI)
Doug Frolic (KKMI)
Scott Easom (Rigging)
Krista Hulands (Woodwork & Varnish)
Knarr Fleet Management
StFYC, SFYC, SYC Race Committees
Auggie (my dog)

Participating Skippers

USA 102 | Terry Anderlini
St. Francis Yacht Club

NOR 138 | Morten Heldal Haugerud
Kongelig Norsk Seilforening

DEN 98 | Søren Kæstel
Kongelig Dansk YachtKlub

NOR 114 | Per Trygve Eitrem
Kongelig Norsk Seilforening

DEN 46 | Troels Bjerg
Kongelig Dansk YachtKlub

USA 128 | Russ Silvestri
St. Francis Yacht Club

USA 132 | Charles Griffith
St. Francis Yacht Club

DEN 135 | Søren Pehrsson
Kongelig Dansk YachtKlub

USA 104 | Chris Kelly
Richmond Yacht Club

USA 130 | Don Nazzal
St. Francis Yacht Club

NOR 143 | Johan G. Hvide
Bergens Seilforening

“A Knarr is more than a boat... it is a lifestyle.”

John C. Colver
1936 - 2017

KNARR TEAM
143

INTERNATIONAL KNARR CHAMPIONSHIP

Past Champions 1969–2018

Year	Place	Champion	Country
1969	San Francisco	Robert M. York	USA
1970	Copenhagen	Niels Johannsen	Denmark
1971	San Francisco	Knud Wibroe	USA
1972	Bergen	Mads Meisner Jensen	Denmark
1973	Copenhagen	Louis Schnakenburg	Denmark
1974	San Francisco	Duane Hines	USA
1975	Oslo	Lars Solberg	Norway
1976	Copenhagen	Christian Rasmussen	Denmark
1977	San Francisco	Lars Storm	Denmark
1978	Bergen	Lars Storm	Denmark
1979	Copenhagen	Christian Rasmussen	Denmark
1980	San Francisco	Lawrence Drew	USA
1981	Oslo	Alf Pehrsson	Denmark
1982	Copenhagen	David Holm	Denmark
1983	San Francisco	David Holm	Denmark
1984	Bergen	David Holm	Denmark
1985	Copenhagen	Jakob Holm	Denmark
1986	San Francisco	Frank Berg	Denmark
1987	Oslo	Frank Berg	Denmark
1988	Copenhagen	Frank Berg	Denmark
1989	San Francisco	Troels Bjerg	Denmark
1990	Bergen	Troels Bjerg	Denmark
1991	Copenhagen	Claus Hector	Denmark
1992	San Francisco	Chris Perkins	USA
1993	Oslo	Jens Pedersen	Denmark
1994	Copenhagen	Christian Rasmussen	Denmark
1995	San Francisco	Craig McCabe	USA
1996	Bergen	Morten Heldal Haugerud	Norway
1997	Copenhagen	Frank Berg	Denmark
1998	San Francisco	Jens Christensen	Denmark
1999	Oslo	Frank Berg	Denmark
2000	Copenhagen	Kim Bruhn-Petersen	Denmark
2001	San Francisco	Frank Berg	Denmark
2002	Bergen	Jon Perkins	USA
2003	Copenhagen	Kim Bruhn-Petersen	Denmark
2004	San Francisco	Chris Perkins	USA
2005	Oslo	Jon Perkins	USA
2006	Copenhagen	Søren Pehrsson	Denmark

INTERNATIONAL KNARR CHAMPIONSHIP

Past Champions 1969–2018

KNARR

Year	Place	Champion	Country
2007	San Francisco	Chris Perkins	USA
2008	Bergen	Lars Gottfredsen	Denmark
2009	Copenhagen	Kim Bruhn-Petersen	Denmark
2010	San Francisco	Jon Perkins	USA
2011	Oslo	Jon Perkins	USA
2012	Copenhagen	Lars Gottfredsen	Denmark
2013	San Francisco	Søren Pehrsson	Denmark
2014	Bergen	Lars Gottfredsen	Denmark
2015	Copenhagen	Anders Myralf	Denmark
2016	San Francisco	Chris Perkins	USA
2017	Oslo	Lars Gottfredsen	Denmark
2018 (50th)	Copenhagen	Lars Gottfredsen	Denmark

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P. Terry Anderlini

OVER 40 YEARS OF KNARR-DOM

The Consigliere of the SF Bay Knarr Fleet…

By Mark Dahm

Above: Terry Anderlini telling the race deck at StFYC "watch this port tack start!" Tactician John Kostecki is not as committed to such a maneuver…

Knarr #102 dismasted after tactical error in 2019 Woodies.

"We stand on the shoulders of giants" has been mumbled in our attempt to carry on the legacy of P. Terry Anderlini, whom, for nearly five decades, has been instrumental in building the family, culture and way of life for the San Francisco Bay Knarr fleet.

When asked of his earliest memories of sailing on San Francisco Bay, Terry speaks fondly of his father, the late Elios "Andy" Anderlini, enrolling 12-year-old Terry at the Treasure Island Sailing Center and then taking Terry for a "crash course" on a Bird Boat as his father demonstrated the finer points of high-speed dockings which literally launched Terry off the boat and onto the dock.

Terry's antics on the Bay continued as he and friends would tauntingly sail past Alcatraz and manage to incite prison riots on The Rock. In the early 60s, Terry and his St. Ignatius High School buddies were the first to surf the waves at Fort Point Break. Terry entered Tulane University in the fall of 1962 and founded the sailing team. He extracted a budget for sailing from the university unprecedented by other club or varsity sports. They traveled the country in style and won several major regattas. Terry was named a collegiate All-American in sailing his junior and senior years.

Left: Terry & Regan at summit of Mt. Shasta, (14,180ft) Don't let the smiles and sunshine fool you—this is a challenge!

Below: Terry at Shasta summit with grandson Alexander (age 15) in June 2019.

Returning to the Bay Area in the mid-60s to pursue a legal practice, Terry enrolled at San Francisco Law School, raced on the Bay and launched his law career. He passed the California Bar Exam in 1967. He joined the St. Francis Yacht Club, acquired *Benino* (formerly Knud Wibroe's *Snapps II*) from Tony Guzzardo in 1967, and raced in the first IKC in 1969. Fifty years later, Terry qualified for and sailed in the 50th IKC in Denmark with his granddaughter, Gabriella, on the foredeck.

Terry speaks fondly of his father, the late Elios 'Andy' Anderlini... taking Terry for a "crash course" on a Bird Boat as his father demonstrated the finer points of high-speed dockings which literally launched Terry off the boat and onto the dock.

With a lifelong passion for the great outdoors, Terry and his wife Regan set up shop in the magical-mystical kingdom of Mt. Shasta. In his youth, Shasta was the place of frequent visitation by his family; a tight knit, multi-generational clan of Italian fishermen and outdoorsmen. Now, Terry and Regan have created their own Shangri-La for family and friends to visit. Their Mt. Shasta "resort" is complete with bocce ball and all the parlor games that Terry dominates when forced inside, but equipped for full outdoor, hyper-recreation through all the seasons. As Mt. Shasta continues to beckon him, Terry has over nine successful summits and eleven attempts at the 14,180ft peak. A true Shasta couple, they yearly harvest their own Christmas trees, backcountry ski, snowshoe and ice-fish the alpine lakes for the perfect lake trout.

Not widely known or admitted, Terry has a secret fancy for visiting county fairs, amusement parks and especially enjoys spending "lay days" at Denmark IKCs at Tivoli Gardens, Bakken at Klampenborg or Bon-Bon. He is an avid golfer, shoots his age (top secret) and is the many-time winner and trustee of the prestigious "Golden-Salami Award" at the annual StFYC Stag Cruise.

In the recent Woodies Regatta, Terry and crew got in a tangle on the Cityfront as he was seeking relief from a massive flood tide. One such obstruction to the flood relief is the "H-eam", west of StFYC. Terry was in 2nd and Knarr #130 was leading and had cleared the H-Beam. "Well, if Nazzal could do that on #130, we could do that too," thought Terry. All was looking good until we forgot about the backstay. Sure enough, we hooked it, stopped and spun *Benino*, taking down the rig and ending up stern-to the massive flood tide, captivating many an onlooker at StFYC. After, friends would accuse Terry of trying to tow the H-Beam to the bar.

As a true law professional, Terry has helped many clients and friends in search of legal advice and litigation in protection of individual and civil rights. As former President of the State Bar of California (1987-88), Terry is well recognized in legal circles. His profession is secondary only to his family, friends and adventuring in the great outdoors.

Terry has been a legend in the San Francisco Bay Knarr Fleet for five decades, the master of short-tacking the Cityfront and known for his cunning port tack starts. He has been multi-time Knarr Fleet Admiral, IKC Regatta Chair, St. Francis Yacht Club Commodore (1996), Chair of Staff Commodores (the *real* StFYC Familia) and IKC Co-Champion with Frank Berg in 1999.

His legacy in San Francisco yachting lore is secure, fabled and will long surpass his days at the helm. He is always intense, competitive and committed, lest his crew ever forget: "Pay attention, we're in a G#&D@% sailboat race here!"

His energy is contagious, his humor and integrity always present and his friendship held in the highest regard. We look forward to another great IKC with Terry on the water in the mahogany trenches and sharing the many stories of international fellowship with Knarr Fleet.

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Who knew?

A **knarr** is a type of Norse merchant ship used by the Vikings. The **knarr** (Old Norse: knǫrr, plural knerrir) was constructed using the same clinker-built method as longships, karves, and faerings. But this is old news….

Who knew that Vikings remain among us today?

The Perkins did!

Good Luck to all of the IKC 2019 Participants!

May the Best Viking Win!

And yes, Grace Perkins has a couple of dogs in the hunt….

150 YEARS YOUNG

A brief history of The San Francisco Yacht Club and its Knarr Love Affair

Edited by Peter Engler, SFYC

Founded in 1869, The San Francisco Yacht Club is the oldest yacht club on the Pacific Coast of North America. The original anchorage and clubhouse were located in the city of San Francisco near Mission Rock, but inadequate depth of water and increasing industrial growth in the area resulted in a move to Sausalito.

Just before the century turned, the club purchased waterfront property in Sausalito and erected a new clubhouse; it subsequently was destroyed by fire in 1897. The building that was rebuilt still stands today and houses the Trident Restaurant, a popular eatery known for its excellent views.

By 1926, increasing ferry traffic and congestion contributed to a decision to move the club once more. One group, headed by Commodore Clifford Smith, felt that Belvedere Cove would be an ideal location with its serene waters and warm microclimate. Another group felt the Club should move back to San Francisco and lease land from the city in the Marina District. After considerable discussion, the Belvedere site was finally selected as the future of the San Francisco Yacht Club. Incidentally, the opposition group also went through with its plans and moved across the Bay to break ground on a new club: the St. Francis Yacht Club.

Above: The San Francisco Yacht Club's Belvedere Clubhouse in the 1950s

Left: The site of the future SFYC, Harbor and Cove House

In 1934, a small clubhouse was completed in Belvedere Cove, drawing on the skill and hard work of the members. That original building is still part of the present-day clubhouse which has grown substantially around it.

In 1941, the membership of the Richardson Bay Yacht Club was incorporated into The SFYC. With the beginning of the United States' involvement in WWII, yachting activities were severely restricted and most of the membership was either in the armed services or supporting the war effort.

After WWII ended, yachting activities picked up again on the Bay and across the country. Although planning for the present-day 190 berth harbor began in 1933, plans were not advanced to dredge the cove and build a proper harbor until 1955 when funds were finally available. The harbor and breakwater were completed in 1957 and remodeled in 1988. In 2018, they received new decking.

In 1984, The SFYC acquired the site and building now known as the Cove House.

MODERN HISTORY

San Francisco Yacht Club, with its tranquil setting and superb harbor, is widely recognized as a premier yachting facility on the west coast. It operates year-round with a protected harbor, large dry-sail area, full-service restaurant and bar and abundant outdoor social areas to enjoy the warm Belvedere sunshine.

The club's Sailing Center was completed in 2005, providing offices, meeting space and facilities for the active racing members and youth sailing. The Club's exterior and interior were completely remodeled in 2007. The harbor was remodeled in 2012.

Construction is now well underway on a brand new Cove House which will be dedicated in late 2019. Complete with multiple entertaining and dining areas, this new building with enable The SFYC to expand its capacity for hosting events and meetings.

San Francisco Yacht Club, with its tranquil setting and superb harbor, is widely recognized as a premier yachting facility on the west coast. It operates year-round with a protected harbor, large dry-sail area, full-service restaurant and bar and abundant outdoor social areas to enjoy the warm Belvedere sunshine.

A FAST-SAILING MEMBERSHIP

The San Francisco Yacht Club has a long tradition of sailing and racing excellence. Since its founding in 1869, members have won Olympic medals and raced in all corners of the globe.

The membership includes Olympic Bronze Medalist Pam Healy; Olympic Silver Medalist Will Baylis; Olympic Bronze Medalists and Soling World Champions Jeff Madrigali, Jim Barton and Hartwell Jordan; Match Racing World Champion Liz Baylis; US Women's Champions Vicki Sodaro and Stephanie Wondolleck; Farr 40 and Melges 32 World Champion John Kilroy; Star World Champion and winner of the Whitbread Round The World Race Paul Cayard; and International Knarr Champions Knud Wibroe, Chris Perkins, Larry Drew and Jon Perkins.

Top left: San Francisco Yacht Club's first Sausalito location in 1890

Bottom left: The second Sausalito club

Top right: The SFYC deck filled with spectators in the 1940s

Bottom right: The Knarr fleet in 1966 at the centennial of the Royal Danish Yacht Club

The SFYC began its infatuation with the Knarr fleet in 1966 when Knud Wibroe and Peter Salz took the class championship at the centennial of the Royal Danish Yacht Club.

PLAYING HOST

The San Francisco Yacht Club's Race Council attracts championship regattas of national and world importance nearly every year. This is in large part thanks to the widely recognized race management program, fueled by consummate professionals and dedicated members. The program requires over 4,800 volunteer hours each year from members and, in turn, it enables sailors from all over the world to visit beautiful Marin County and sail in the famous breeze and challenging conditions of San Francisco Bay.

Many who attend SFYC regattas from out of town say they are fulfilling their bucket-list.

FALLING IN LOVE WITH A KNARR

The SFYC began its infatuation with the Knarr fleet in 1966 when Knud Wibroe and Peter Salz took the class championship at the centennial of the Royal Danish Yacht Club. SFYC firmly established its support for the Knarr fleet when the club hosted the very first International Knarr Championship in 1969.

Over the last 50 years, the Knarr fleet has become a premier class in the San Francisco Bay Area. The San Francisco Yacht Club hosted the IKC in 1969, 1971, 1974, 1983, 1992, 2001, and 2007, and was very pleased to welcome the fleet again in 2013.

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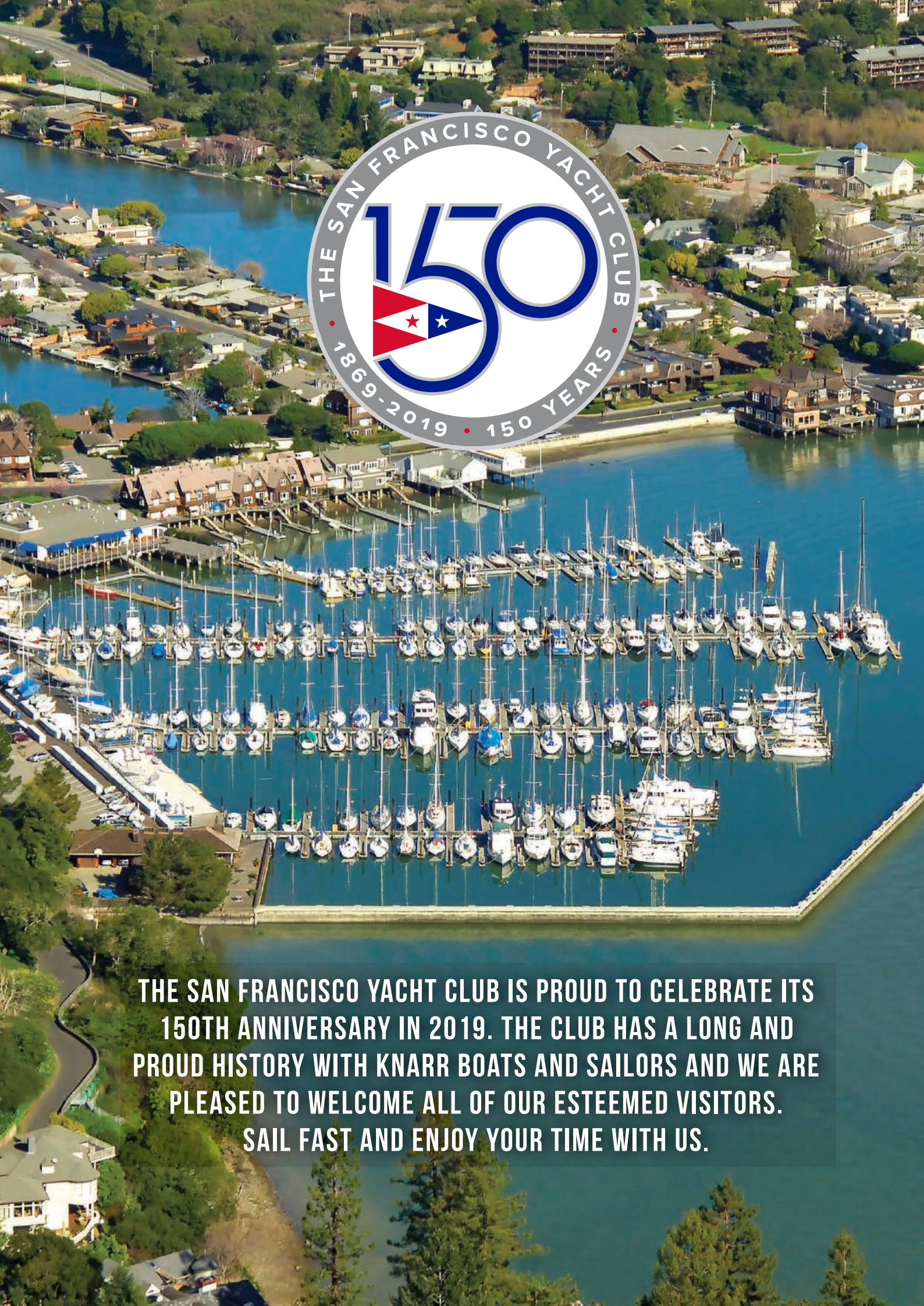

THE SAN FRANCISCO YACHT CLUB IS PROUD TO CELEBRATE ITS 150TH ANNIVERSARY IN 2019. THE CLUB HAS A LONG AND PROUD HISTORY WITH KNARR BOATS AND SAILORS AND WE ARE PLEASED TO WELCOME ALL OF OUR ESTEEMED VISITORS. SAIL FAST AND ENJOY YOUR TIME WITH US.

SFYC Junior sailors circa 1921

BIRTHPLACE OF LEGENDS

How dedicated members and talented sailors have evolved SFYC Youth Sailing into a powerhouse program

By SFYC Rear Commodore Don Jesberg

My earliest memories of Junior Sailing at SFYC date back to 1963-64 when the club was active with families from the Belvedere/Tiburon peninsula. SFYC owned ten red El Toro trainers and encouraged others to buy or build El Toros to participate in sailing classes. The first two El Toros were provided by the SFYC Women's Auxiliary which has been a key funding source since the junior program's inception.

Our early group of young sailors included Jeff Madrigali; Don, Carolyn and Steven Jesberg; Connie, Jeff, Elizabeth and Nate-the-Great Stong; Tina Russell and Jeff and Tony Wayne. There were the Ballard Brothers and the Rainey brothers, the Thompson Family and the Schnap Family (who traveled

By the mid-1970s, our young sailors were winning local races against the Richmond, Sausalito, Encinal and St. Francis Yacht Clubs.

daily from San Francisco by bus), the McCarthy Brothers and the McGinnis Family (all 11 children). And let's not forget the Hall kids, Jock McLean, Charlie Newman, Van Wilson, Pam Healy, Molly Carapiet, Russ Silvestri, the Perkins brothers, Tom and Melissa Purdy, and of course, Commodore Andy Fromm.

The program was bursting at the seams.

The remarkable Hilly Stong had a big influence on the development of the youth sailing program. He was active on a daily basis to ensure the program operated well and he could often be found on site teaching knot-tying, boat handling and seamanship. It is hard to imagine the program growing as it did without the unwavering dedication of Hilly and his wife Connie.

When the first batch of young sailors outgrew the El Toros, the Club invested in two FJs. That led to the Club's ownership of two Rhodes 19s, the hottest class of small-boat racing in SF Bay.

By the mid-1970s, our young sailors were winning local races against the Richmond, Sausalito, Encinal and St. Francis Yacht Clubs. The team started venturing farther to compete in the Sears Cup, Leiter Cup, Bemis, Smythe and other prestigious national events. In 1974, 18-year-old Van Wilson (with crew Nate Russell and Scott Cliff), won the Mallory Cup, US Sailing's National Men's Championship.

SFYC Youth Sailing had officially arrived.

Shaping Up for the Big Leagues

In the early days, SFYC's youth sailing instructors were predominantly college-aged students who had grown up in the program and came back for summer vacation. The likes of Doug Best, Tom and Ed McCarthy and Staff Commodore Tad Lacey became the head instructors.

For over 20 years, Hilly Stong continued to be the key driver and our home-grown sailors started making inroads into college sailing at Cal, Stanford, USC, Yale and other east coast schools.

In the early 1980s, we began employing a head instructor year-round, and introduced a high school sailing team to SFYC and the Bay Area. SFYC was a leader in Bay Area youth sailing and we placed many sailors on the US Sailing Team who went on to compete in the Olympic Games in Barcelona, Sydney and Atlanta. Powerhouse colleges took notice of our accomplishments, and our sailors were soon being recruited to Ivy League schools for sailing (a non-scholarship sport in the States).

Left: El Toros were the boat of choice in the 1960s-80s

Above: By the 1990s, SFYC Youth sailors were starting off in Optis...

Right: ...and growing into FJs, Lasers and beyond. Today's juniors compete with dinghies, keelboats, skiffs, foiling multihulls and kites

Left and below: The challenging conditions of the Bay, combined with the tranquil setting of Belvedere Cove, continues to attract some of the Bay Area's top junior sailors to race out of SFYC.

The summer sailing program is the largest and most recognized in Northern California and attracts over 300 young sailors every summer.

By 1998, our program advanced to the point that a dedicated facility and faculty were the only ways to accommodate the 250 active sailors and the fleets of boats that came with such a commitment. The Youth Dock was built with the generous support of the SFYC membership. The head instructor became a full-time Sailing Director, and coaches and instructors were soon coming from Canada, Mexico, South America and Europe. The fleets expanded to include Optis, Lasers, 420s, FJs, J/24s, J/22s, 29er Skiffs, windsurfers and kiteboards.

In 2005, the Club added the Sailing Center to include offices, bathrooms and showers, classrooms and regatta support equipment storage.

The Legacy Continues

Many of those original families continue to be active in SFYC youth sailing. Two generations of sailors have now participated in the program and have volunteered for the SFYC Youth Committee, Belvedere Cove Foundation, BAYS (Bay Area Youth Sailing), Inter-Scholastic Sailing Association, CISA and US Sailing.

From an idyllic harbor in Belvedere Cove, SFYC Youth Sailing trains young sailors who have won numerous national championships. The team currently competes in over 70 regattas per year. The summer sailing program is the largest and most recognized in Northern California and attracts over 300 young sailors every summer. Notable recent achievements include winning the Sears Cup, 29er Nationals, Optimist Midwinters, Optimist South Americans and Youth Championships in the 29er, as well as top-five finishes in the Leiter Cup, Smythe Trophy and High School Nationals.

The Club's standing Youth Committee has been instrumental in building a dynamic program with year-round sailing activities including a traveling Opti Team that has placed several sailors on the US Opti Team for competitions in Europe and South America. Our Laser Team has enjoyed national and international success, and one of our youth sailors recently won the Laser Radial Youth World Championship.

SFYC consistently has youth sailors accepted to the US Sailing Youth Championships. Four Marin County high schools practice out of SFYC. All of this has been possible by the unwavering commitment of the members of SFYC to fund and oversee the program in a very generous and thoughtful manner.

INTERNATIONAL KNARR CHAMPIONSHIP

Deed of Trust

1.

The purpose of the International Knarr Championship (IKC) 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 eligibility for membership of the International Knarr Association (IKA), 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 1/3rd owner in the boat that the team sailed to qualify with. In the event of a bona fide charterer skippering in their entire IKC qualification series the ownership restriction may be waived by the Admiralty of the qualifying skippers country. If a co-skipper arrangement is in place for the qualification series, one skipper must be selected prior to the IKC and shall act as skipper for the duration of the IKC in question.

The champion of the previous year shall also be invited to participate provided that he is a Knarr owner of at least 1/3rd 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.

Skippers must be members of a National Knarr Association.

Beginning with the IKC in 2008, and every subsequent year until it achieves host country eligibility status as provided in Rule 1, 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; (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

The visiting countries shall advise the host country of the names of the skippers that they will send before 1st April in the regatta year. 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 several other visiting countries, the country to receive the offer is to be decided by draw. 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 Association 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 as a Group 3 competitor according to the World Sailing Sailor Classification Code being in force at the time of the IKC.

E. Responsibility of Skippers entering the IKC

If the team includes a professional sailor as either skipper and/or crew, as defined under Rule 2D, the Admiral of the host country request that the Skipper in writing provide the dates of qualifying races these sailors crewed and/or skippered. This written response will be shared with the Admirals being the executive committee of the IKA 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 Rule 2D, and a list of the qualifying races the sailor participated in. The written response will be shared with the Admirals for determination on eligibility and thereby penalty.

3.

A. Regatta Conditions

The Championship shall be decided by a regatta of four (4) completed races and a maximum of fifteen (15) scheduled races. The host country shall determine the number of scheduled races to be sailed with the above limitations. There might be a tune-up race if the host country so decides. If six (6) races are completed, there will be one (1) throw-out, if nine (9) races are completed, there will be two (2) throw-outs and if thirteen (13) races are completed, there will be three (3) throw-outs. The Championship shall last 6-8 days and include a lay-day.

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. Boats

The host country will make available the necessary number of boats complete with sails. All participating boats and sails must comply with Knarr International Class Rules.

E. Draw of boats

The boats will be drawn by lot for each scheduled day of the regatta in an equitable manner. The crew must race the boat drawn for the scheduled 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 boats or sails

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

H. Racing rules

Racing rules shall be the current Racing Rules of Sailing (RSS) as issued by World Sailing and the Sailing Instructions, which shall include this Deed of Trust.

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. A skipper must be replaced with a crewmember.

J. Breakdowns – request for redress

IKC-boats responsibility: The IKC-boats (ref 3D, 3E 3F and 3G) are supplied by the IKC technical committee being responsible for the boats. Consequently the crew of the day is not responsible for the condition of the boat in case of equipment breakdown.
However, the crew may be responsible if the boat break, caused by violation of the sailing instructions with applying rules or improper handling.

A breakdown shown after the warning signal will not cause the starting procedure to be postponed.

New paragraph to RSS 62.1:

(e) Failure of supplied equipment
A boat, disabled through an event as per RSS 62.1 (a) – (e) and through no fault of her crew, may request redress according to RRS 60.1 (b). Such boat must make every effort to finish the race, provided that further damage to the boat will not be incurred.

To request redress, the boat 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 request in accordance with RRS 62.2.

K. **Scoring**

The scoring system shall be of the Low Point system type, except that RRS Appendix A10 is modified to read as follows:

If the protest committee decides to give redress by adjusting a boat's score for a race, it is advised to consider scoring her, according to a) or b) or c) in unpriorized order:

a) points based on the position of the boat in the race at the time of the incident that justified redress; or

b) points equal to the average, to the nearest tenth of a point (0.05 to be rounded upward), scored by the skipper

   i) in races in the same boat; or
   ii) in races before the race in question; or
   iii) in all the races in the series except the race in question.

c) The average of points scored by the boat in all races, except the race in question, added by the average of all points scored by the skipper in all races except the race in question, divided by two, to the nearest tenth of a point (0.05 to be rounded upward), viz. :

$$\frac{\text{(average boat score)} + \text{(average skipper score)}}{2}$$

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 perpetual International Knarr Championship Trophy.

B. It shall be the responsibility of the winner to keep the trophy safe and insured for replacement value. The winner 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 when eligibility for membership of the International Knarr Association has been achieved. Fitting other countries into the rotation is to be decided by the Executive committee of the IKA.

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 wither, and no Championship be held for three consecutive years, the trophy shall become the property of the National Knarr Association 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 the members of the IKA, each member casting one vote. In the event Germany becomes eligible to host the IKC as provided in Rule 1, changes to this Deed of Trust may be effected by a majority vote of the members of the IKA, each casting one vote, beginning in the first year following an IKC hosted by Germany.

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Appendix

Earlier revisions of the Deed of Trust are published in IKC-programs for the years 1975, 1986, 1987, 1991, 1993, 1995, 1997, 1998, 1999, 2000, 2001, 2002, 2006, 2007, 2011, 2014, 2016, 2017, 2018

At the 48th International Knarr Championship, held in San Francisco in 2016, the Annual General Meeting of the IKA agreed upon the above revised edition taking effect from IKC 2017.
Revisions were made in several places, primarily adjusting the text to the establishment in 2012 of the International Knarr Association (IKA), the scoring of breakdown points and a general brush up.
The IKA General Meeting IKC 2017 agreed on the revision of 3.J. and 3.K.c) with respect to breakdown and breakdown points.

THE SAN FRANCISCO YACHT CLUB

98 BEACH ROAD, PO BOX 379, BELVEDERE, CALIFORNIA 94920 RACE OFFICE 415-789-5647

51ST INTERNATIONAL KNARR CHAMPIONSHIP
September 6-14, 2019
The San Francisco Yacht Club
Belvedere, CA USA

SAILING INSTRUCTIONS

Organizing Authority (OA): The San Francisco Yacht Club in conjunction with the San Francisco Bay Knarr Association.

The notation '[DP]' in a rule in these sailing instructions means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

1 RULES

1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS). The prescriptions of the Deed of Trust of the International Knarr Championship and the current Knarr International Class rules will apply.

1.2 The following US SAILING prescriptions to RRS will apply, and can be found in Attachment C of these sailing instructions:
40, 61.4, 67, 70.5(a), 76.1, 82, and Appendix R and V1.

1.3 If there is a conflict between rules or regulations, other than RRS, the sailing instructions will prevail. This changes RRS 63.7.

1.4 RRS 40 is replaced with: "All competitors shall wear personal flotation devices while racing, except for brief periods while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices." Flag Y will not be displayed. Information on personal flotation device requirements for boats racing in the United States can be found at rules.ussailing.org in the 'PFD' link.

1.5 No boat in the regatta will be provided with a tactical compass. Competitors are allowed to bring their own tactical compass, which is an entirely self-contained unit containing heading, tactical indicator and race timer functions only. Any tactical compass or other device that allows GPS integration is strictly prohibited.

1.6 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 technical committee. Sheets, sheeting systems, cleats, barber hauls, battens, etc., shall not be changed or modified by the competitors. Violation of this provision may result in disqualification from this race or the entire regatta. [DP]

1.7 If there is a conflict between languages the English text will take precedence.

2 NOTICES TO COMPETITORS

2.1 Notices to competitors will be posted on the official notice board located outside on the west wall of the SFYC Clubhouse.

2.2 Protest and redress hearing notices will be posted on the jury notice board at the bottom of the stairs to the protest room, which is upstairs in the SFYC Sailing Center.

3 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 0930 hours on the day it will take effect, except that any change to the start time or venue of races will be posted by 1800 hours on the day before it will take effect.

4 SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed from the main flagpole located adjacent to the SFYC clubhouse.

4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP.

4.3 Flag B hoisted with one sound signal means "One hour until protest time limit." When lowered with one sound signal it means "Protest time limit has ended." This changes RRS Race Signals.

5 SCHEDULE

5.1

Friday, Sept 6	1400-1830	Registration
Saturday, Sept 7	0930	Competitors' Meeting and Boat Draw
	1200	First Warning - Practice Race
	1600	Opening Ceremony and Reception
Sunday, Sept 8	1130	First Warning - 2 races scheduled
Monday, Sept 9	1130	First Warning - 2 races scheduled
Tuesday, Sept 10	1130	First Warning - 2 races scheduled
Wednesday, Sept 11	Lay-Day	No races scheduled (see SI 5.2)
Thursday, Sept 12	1130	First Warning - 2 races scheduled
Friday, Sept 13	1130	First Warning - 2 races scheduled
Saturday, Sept 14	1130	First Warning - 2 race scheduled
	1500	No Warning after this time
	1800	Closing Ceremony and Awards Dinner

5.2 Twelve races are scheduled: two each day on Sunday, Monday, Tuesday, Thursday, Friday and Saturday. One extra race per day may be sailed, provided that the regatta does not become more than one race ahead of schedule. If the regatta becomes behind schedule racing may be held on the Lay-Day, provided notice is given by 1800 on the day before the change is to take effect.

5.3 Subsequent races each day will be started as soon as is practical after the finish of the first race.

5.4 No boats may leave the harbor prior to two hours before the scheduled First Warning each day.

5.5 There shall be no practice sailing in any of the Knarr Class boats assigned to the regatta, except for the Practice Race on Saturday and during the time period after leaving the harbor and before the First Warning each day.

5.6 After finishing the racing each day, the boats shall sail directly back to the harbor.

6 CLASS FLAG

The Class flag will be the Knarr Class insignia on a white flag.

7 RACING AREAS

7.1 The primary racing area will be in the vicinity of the Berkeley Circle and/or Southampton Shoal. This area is between 4 and 7 NM from the harbor. Racing may also be held in the vicinity of the San Francisco City-front or west of Angel Island (Knox racecourse). If either alternate racing is to be used this will be posted per SI 3.

7.2 See Attachment B for a chart showing the approximate primary and other racing areas.

8 THE COURSES

8.1 Attachment A shows the courses that may be sailed, including the order in which marks are to be passed, and the side on which each mark is to be left. The gate may be set significantly to windward of the starting line.

8.2 No later than the warning signal, the race committee signal boat will signal the course to be sailed with a number placard. The approximate compass bearing to the first mark will be indicated by the race committee on a digital board. Failure to do so will not be grounds for redress.

8.3 If one of the gate marks is missing, boats shall round the remaining mark to port. The race committee may not replace the missing mark if doing so will affect the conduct of the race. This changes rule 34.

9 MARKS

9.1 The original Mark 1 and the Gate marks 3 and 4 will be large red inflatable marks. Marks 2P or 2S will be a small red inflatable mark.

9.2 New marks, as provided in SI 12, will be large yellow inflatable marks.

9.3 The starting and finishing marks will be race committee boats displaying an orange flag, or a nearby yellow inflatable mark as the pin.

10 DRAW OF BOATS

10.1 Per Deed of Trust article 3(E), competitors will change boats per the assigned schedule for each day of racing. The cancellation or abandonment of a particular day's race(s) will not alter the scheduled boat assignment for the following day.

10.2 In the event of breakdown or removal of a boat from the regatta the technical committee will place a new boat into service according to the predetermined schedule of replacement boats.

11 THE START

11.1 There will be no start if the wind measured on the race committee signal boat is less than 5 knots or greater than 25 knots for a period of at least 5 minutes.

11.2 To alert boats that a race will begin soon, an orange flag will be displayed with one sound for at least four minutes before a warning signal is displayed.

11.3 The starting line will be between the staffs displaying orange flags on the starboard end signal boat and the port-end starting mark boat. In the event that the port-end mark boat is not on station, it will be replaced by a yellow inflatable mark, and the starting line will be between the staff on the signal boat and the course side of that inflatable mark.

11.4 A boat starting later than 5 minutes after her starting signal will be scored Did Not Start without a hearing. This changes rules 63.1, A4 and A5.

11.5 The race committee may hail, on VHF channel USA 65A, the sail numbers of boats observed on the course side of the starting line at the starting signal. Failure of the race committee to make this broadcast, failure of a boat to hear the broadcast, or the order in which the sail numbers are hailed shall not be grounds for redress. This changes RRS 62.1.

12 CHANGE OF THE NEXT LEG OF THE COURSE

To change the next leg of the course, the RC will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. Any mark to be rounded after rounding the new mark may be relocated without further signaling to maintain the course configuration. This changes RRS 33. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

13 THE FINISH

13.1 The finishing line will be between a staff displaying an orange flag on the finishing line boat and a staff displaying an orange flag on a nearby RC boat or the course side of a nearby yellow inflatable mark.

13.2 Flag A displayed on the race committee finish boat means "No more races today."

14 PENALTY SYSTEM

14.1 The first two sentences of rule 44.1 are changed to: 'A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 of the RRS or RRS 31 while racing. However, when she may have broken a rule of Part 2 of the RRS while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.' (This is US Sailing Prescription Appendix V1.)

14.2 Unless the course is shortened at the windward mark, penalties for incidents that take place while in the zone of the windward mark or on the offset leg may be delayed and taken as soon as possible after rounding the offset mark. This changes RRS 44.2.

15 TIME LIMITS

15.1 The target time for the first boat to sail the course and finish is 70 minutes. (Failure to meet this target time shall not be grounds for redress.)

15.2 The time limit for the first boat to sail the course and finish is 120 minutes.

15.3 If the average wind, as measured on the race committee signal boat, is greater than 25 knots for a period of at least 10 minutes, the race will be abandoned.

15.4 Boats failing to finish within 20 minutes after the first boat sails the course and finishes will be scored Did Not Finish without a hearing. This changes rules 35, A4 and A5.

16 PROTESTS AND REQUESTS FOR REDRESS

16.1 Protest forms are available at the jury desk, near the jury notice board located at the bottom of the stairs to the protest room, which is upstairs in the SFYC Sailing Center. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.

16.2 The protest time limit is 60 minutes after the hoisting of Code Flag B per SI 4.3. This will be hoisted as soon as practical after the boats return to harbor. The same time limit applies to protests by the RC and jury about incidents they observe in the racing area and to requests for redress. This changes RRS 61.3 and 62.2.

16.3 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the Jury Room, located in the Eldridge Room upstairs in the SFYC Sailing Center.

16.4 Breaches of instructions 19, 21, 22, 23, 24, 25, and 26 will not be grounds for a protest by a boat. This changes RRS 60.1(a). Penalties for these breaches and class rule breaches may be less than disqualification if the jury so decides.

16.5 On the last day of the regatta a request for reopening a hearing shall be delivered

(a) within the protest time limit if the party requesting reopening was informed of the decision on the previous day;

(b) no later than 20 minutes after the party requesting reopening was informed of the decision on that day. This changes rule 66.

16.6 On the last scheduled day of racing, a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes rule 62.2.

17 BREAKDOWNS

17.1 A boat, 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 boat must make every effort to finish the race, provided that further damage to the boat will not be incurred.

17.2 To request special consideration, the boat 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. The boat must file a written protest in accordance with rule 60, and within the appropriate time limit, after returning to the harbor. This changes rules 60 and 62.

17.3 RRS 62.1 is changed by adding: (e) physical damage not falling within rule 62.1(b) which was due to defective supplied equipment and which a reasonably competent crew would not have been able to avoid or promptly repair

18 SCORING

18.1 Each boat's series score will be determined in accordance with the Deed of Trust.

18.2 When fewer than six races have been completed, a boat's series score will be the total of her race scores.

18.3 When six to eight races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

18.4 When nine or more races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.

18.5 In the event of a breakdown, and when special consideration is requested in accordance with SI 17.2, 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 actions specified in the Deed of Trust paragraph K. This changes rule A4.

19 SAFETY REGULATIONS [DP]

19.1 A boat that retires from a race shall notify the RC as soon as possible.

19.2 A boat that leaves the racing area between races shall notify the RC as soon as possible.

19.3 Boats not leaving the harbor for any of the day's racing shall so inform the RC.

20 REPLACEMENT OF CREW OR EQUIPMENT [DP]

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

21 LOG BOOK [DP]

21.1 Competitors shall report any damage or loss of equipment to the Technical Committee representative immediately after securing the boat ashore.

21.2 Each boat is provided with a logbook by the Technical Committee for boat condition statements. It is the responsibility of the skipper of the boat to update the logbook in accordance with SI 21.3 and 21.4.

21.3 Any breakdown of gear, loss of equipment or damage, however slight, whether materially affecting the boat's performance or not, must be recorded in the logbook, and reported to the Technical Committee representative immediately after returning to the harbor.

21.4 The logbook shall be signed by the skipper and the Technical Committee representative as soon as is practical upon returning to the harbor, and before handing over the boat to the next skipper.

22 ADVERTISING

Boats shall display advertising supplied by the organizing authority.

23 HAUL-OUT RESTRICTIONS

Boats shall not be hauled out during the regatta except with and according to the terms of prior written permission of the race committee.

24 BOTTOM CLEANING

The bottoms of all boats will be professionally cleaned prior to the start of the regatta at the direction of the OA. Competitors shall not clean the bottom of any boat participating in the regatta. The Technical Committee may give written permission to have a participating boat's bottom professionally cleaned should they deem it necessary.

25 RADIO COMMUNICATION

25.1 Except in an emergency, breakdown, or when retiring from a race, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. [DP]

25.2 The RC will use VHF channel USA 65A to communicate to the fleet, including the location of the starting area, countdown to the start, OCS sail numbers, General Recalls and Postponements. Failure to make these broadcasts or failure of a boat to hear them shall not constitute grounds for granting redress. This changes RRS 62.1.

25.3 The RC may not acknowledge any radio transmission except in the case of an emergency or a breakdown.

26 PRIZES

26.1 Prizes will be given as follows:

- The series winner will be awarded the International Knarr Trophy and a take-home trophy.
- The top skipper at mid-week (after Tuesday's racing) will be awarded the Georg von Erpecom Perpetual Trophy, which the winner may retain until the following Championship.
- The top American skipper will be awarded the Robert M. York Trophy.
- Prizes will be awarded to the first seven (7) skippers and crews overall.
- Daily prizes will be awarded.

26.2 Overall prizes will be awarded at the Awards Dinner on Saturday, September 14.

27 DISCLAIMER OF LIABILITY

27.1 Competitors participate in the regatta entirely at their own risk. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

27.2 Sailing is an activity that carries with it an inherent risk of damage and injury. Competitors participate in this regatta entirely at their own risk and are reminded to pay special attention to RRS 4, Decision to Race. The race organizers include the Organizing Authority, The San Francisco Yacht Club, Race Committee, Protest Committee, sponsors, volunteers, or any other affiliated organization or official who will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of practice for or participation in this event during shoreside or on-the-water activities. By participating in this event, each competitor agrees to release the race organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law.

28 INSURANCE

28.1 Prior to the practice race on September 7, each skipper shall post a $500 (US Dollars) Insurance Deductible Deposit to be applied toward boat damage fees incurred during the regatta. This deposit is fully refundable, but governed by the following rules:

28.2 Any skipper causing damage to any borrowed boat including loss of its sails and equipment, not as a consequence of a collision, shall forfeit $250 of his/her original deposit or such part of it as is required to repair the damage or replace the loss, or to pay the required insurance deductible(s).

28.3 In the event of a collision resulting in damage to any borrowed boat(s), the skipper determined by the jury to be solely at fault ("At-Fault Skipper") in such collision shall:

(a) forfeit his/her original $500 Insurance Deductible Deposit, which is equal to $250 for the damaged "At-Fault" boat plus $250 for the damaged "Right-of-Way" boat.

(b) also pay $250 per boat for each additional "Right-of-Way" boat damaged as a direct result of the initial "At-Fault" boat's action.

However, if any such other skippers are determined by the jury to have broken Rule 14, they shall forfeit their own deductible deposits and the "At-Fault" Skipper shall not be liable therefore. If the cost of repairs to any boat is less than its deductible deposit, a refund will be provided for the difference. SI 28.3 changes US Sailing Prescription 67(b).

28.4 All of the deductible deposit provisions shall likewise apply to any incidents occurring on the water while not racing ("Non-Racing Incidents"), except that any findings of fault for Non-Racing Incidents, which cause property and/or boat damage including loss of sails and equipment, shall be determined by the Technical Committee.

28.5 No At-Fault skipper will be allowed further sailing participation in this regatta, until:

(a) all outstanding deductible deposits for which he/she is liable have been paid in full. Payment is due immediately upon either; (1) the responsible skipper voluntarily acknowledging fault for damage to the Race Committee; or (2) the At-Fault Skipper is determined by the appointed jury.

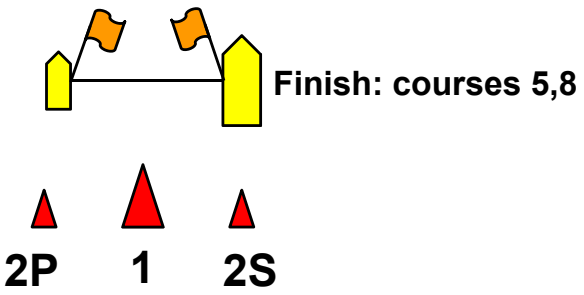
(b) a new $500 deductible deposit has been posted per 28.1.

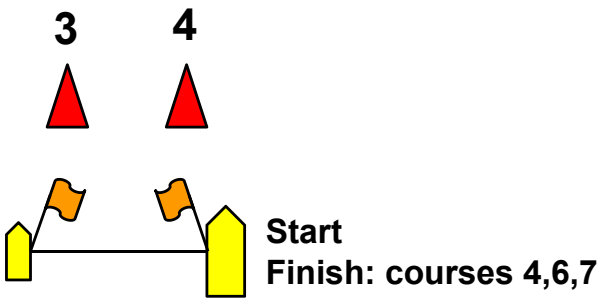
28.6 All unused "Insurance Deductible Deposits" shall be returned immediately upon completion of the final day of racing.

Principal Race Officer: Forrest Gay
Chief Judge: Rob Overton

ATTACHMENT A

COURSE DIAGRAMS AND COURSES





Marks
1 – Weather Mark
2P & 2S – Offset Marks
3 & 4 – Leeward Gate Marks

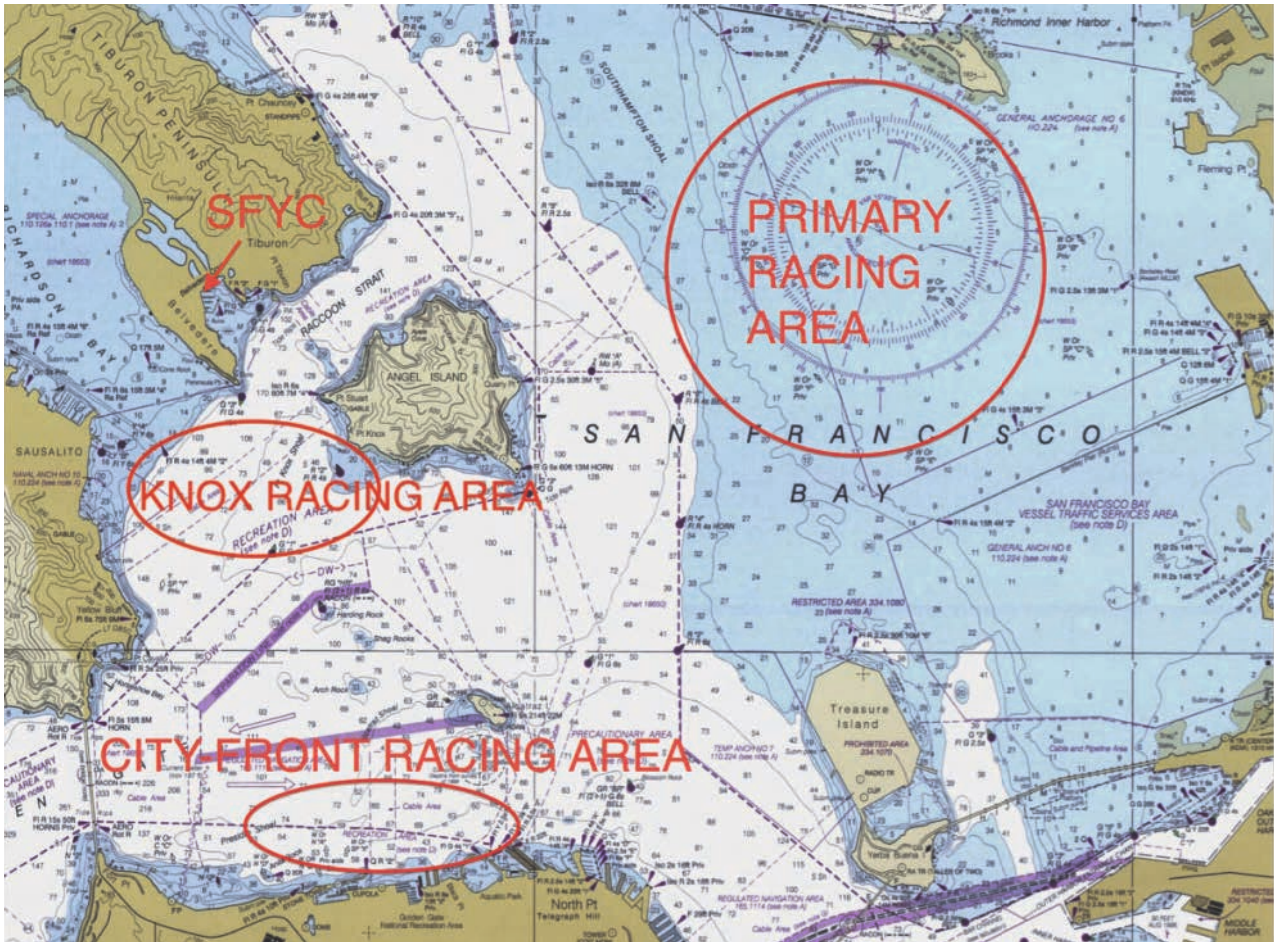
Marks 1, 2P and 2S are rounding marks.
Marks 3 and 4 are collectively a gate, indicated by (g).
Either mark 2P or mark 2S will be set, not both.

Courses
(p) indicates mark shall be left to port
(s) indicates mark shall be left to starboard

4 – Start – 1(p) – 2P(p) – 3/4(g) – 1(p) – 2P(p) – Finish downwind
5 – Start – 1(p) – 2P(p) – 3/4(g) – 1(p) – 2P(p) – 3/4(g) – Finish upwind
6 – Start – 1(p) – 2P(p) – 3/4(g) – 1(p) – 2P(p) – 3/4(g) – 1(p) – 2P(p) – Finish downwind
7 – Start – 1(s) – 2S(s) – 3/4(g) – 1(s) – 2S(s) – Finish downwind
8 – Start – 1(s) – 2S(s) – 3/4(g) – 1(s) – 2S(s) – 3/4(g) – Finish upwind

ATTACHMENT B

RACING AREA CHART



Eaton Vance

DOYLE
One Design

Doyle San Francisco
Bill Colombo
510-523-9411
sanfrancisco@doylesails.com

EXCEL UNDER PRESSURE