



46TH INTERNATIONAL KNARR CHAMPIONSHIP

August 3rd to August 9th, 2014
Bergens Seilforening
Bergen, Norway

SAILING INSTRUCTIONS

Posted May 13th, 2014

The 46th International Knarr Championship 2014 will be organized by Bergens Seilforening in conjunction with the Bergen Group of the Norwegian Knarr Association.

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 (IKC), and the current Knarr International Class rules, unless modified by these Sailing Instructions.

1.2 All competitors shall wear personal flotation devices (PFDs) while racing, except for brief periods while changing or adjusting clothing. Wetsuits and drysuits are not personal flotation devices. This changes rule 40.

1.3 No boat in the regatta shall provide a tactical compass. Competitors are allowed to bring their own tactical compass, which displays basic wind functions. Any tactical compass or other device that allows GPS integration is strictly prohibited.

1.4 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 provision may result in disqualification from this race or the whole IKC series.

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

2 COMPETITORS.

2.1 Boats shall be raced by teams as entered by each national Knarr association. A team shall consist of the responsible person as per rule 46 (the skipper) and his or her fellow crewmembers, comprising a minimum of 3 and a maximum of 4 total crew.

2.2 When appropriate for scoring purposes, the term "boat" in the rules shall be interpreted to mean the team. This may change rules 60, 61, 62, 63, 64, 70, 75, 76, and app. A.

3 NOTICES TO COMPETITORS

3.1 Notices to competitors will be posted on the official notice board located outside the clubhouse.

3.2 Any questions concerning these sailing instructions, scoring, or any other racing issues shall be submitted in writing to the race committee. All written inquiries and responses will be posted on the official notice board.

4 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 0930 on the day it will take effect, except that any change to the start time or venue of races will be posted by 19:00 on the day before it will take effect.

5 SIGNALS MADE ASHORE

5.1 Signals made ashore will be displayed from the main flagpole located adjacent to the Bergens Seilforenings clubhouse.

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

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

6 SCHEDULE

6.1 Main schedule

Saturday,	August 2 nd	1400-1830	Registration
Sunday,	August 3 rd	0900 1300	Skippers Meeting & Boat Draw First Warning – (Practice Race and 1 ordinary race scheduled)
Monday,	August 4 th	1200	First Warning (3 races scheduled)
Tuesday,	August 5 th	1200	First Warning (2 races scheduled)
Wednesday,	August 6 th	Scheduled Lay Day (no races scheduled)	
Thursday,	August 7 th	1300	First Warning (3 races scheduled)
Friday,	August 8 th	1200	First Warning (3 races scheduled)
Saturday,	August 9 th	1200	First Warning (2 races scheduled)

6.2 Fourteen(14) races are scheduled for the 2014 International Knarr Championship, of which four races are required to be completed to constitute a Championship.

6.3 When two or more races are scheduled, the next race will be started as soon as is practical after the finish of the preceding race.

6.4 No boats may leave the harbour prior to one and a half hour before the scheduled First Warning each day.

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

6.6 After finishing the racing each day, the boats must sail directly back to the harbour.

6.7 On the last day of the regatta, no warning signal will be made after 15:00 hours.

7 CLASS FLAG

The Class flag will be flag “D”.

8 RACING AREAS

8.1 The primary racing area will be the northern part of Raunefjorden, approximately 2 nautical miles from the harbour.

8.2 Reserve race area will be Korsfjorden, 3 nautical miles south of the harbour.

8.2 See Attachment B for a chart showing the approximate primary and reserve racing areas.

9 THE COURSES

9.1 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.

9.2 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.

10 MARKS

10.1 The original Mark 1 and the Gate marks 3 and 4 will be large yellow inflatable marks.

Mark 2 will be a small orange inflatable mark.

10.2 New marks, as provided in SI 13.1, will be large yellow inflatable marks.

10.3 The starting line marks will be poles with yellow flags mark.

10.4 The finishing line marks will be

a) poles with yellow flags mark or

b) a race committee boat flying flag M and a pole with yellow flag or

c) a race committee boat flying flag M and a nearby orange floating mark.

11 DRAW OF BOATS

11.1 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.

11.2 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.

12 THE START

12.1 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.

12.2 The starting line will be between the two starting line marks (poles with yellow flags).

12.3 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.

12.4 The race committee may hail the sail numbers of boats on the course side of the starting line after the starting signal on VHF radio. 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.

13 CHANGE OF THE NEXT LEG OF THE COURSE

13.1 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. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

13.2 Except at a gate, boats shall pass between the RC boat signalling the change of the next leg and the nearby mark. This changes rule 28.

14 THE FINISH

14.1 The finishing line will be between two poles with yellow flags alternatively between the course side of a nearby buoy and a pole carrying a blue flag on the race committee boat.

14.2 Flag R displayed on the race committee boat at the finish line means “No more races today.”

15 PENALTY SYSTEM

15.1 Appendix T Section A (Penalties While Racing) shall apply. 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 or rule 31 while racing. However, when she may have broken a rule of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.’

15.2 Appendix T Section B (Post Race Penalties) shall apply.

15.3 Rule 44.2 is changed so a penalty taken at Mark 1 or Mark 2 may be postponed until after rounding Mark 2.

16 TIME LIMITS

16.1 The time limit for each race will be 120 minutes.

16.2 Boats failing to finish within 30 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.

17 PROTESTS AND REQUESTS FOR REDRESS

17.1 Protests and requests for redress shall be written on standard ISAF SAILING protest forms.

Protest forms are available at the Jury Desk. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.

17.2 The protest time limit is 60 minutes after the hoisting of Code Flag B per SI 5.3. This will be hoisted as soon as practical after the boats return to harbour. 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.

17.3 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 in the clubhouse of Bergens Seilforening.

17.4 Notices of protests by the RC or Jury will be posted to inform boats under rule 61.1(b).

17.5 It is each boat's sole responsibility to check the Jury notice board at the end of the protest filing time to see if she is cited in a protest. Failure of any competitor to appear when called for a hearing will be considered by the Jury as grounds for proceeding under RRS 63.3(b).

17.6 Breaches of instructions 20, 22, 23, 24, 25, 26, 27 and 28 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.

17.7 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.

17.8 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.

18 BREAKDOWNS

18.1 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.

18.2 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. The boat must file a written protest in accordance with rule 60, and within the appropriate time limit, after returning to the harbour. This changes rules 60 and 62.

19 SCORING

19.1 The Low Point scoring system of RRS Appendix A, as changed below, shall apply.

19.2 Each team's series score will be determined in accordance with the Deed of Trust. When fewer than 4 (six) races have been completed, a team's series score will be the total of its race scores. This changes rule A2.

19.3 When 5 (five) to 7 (seven) races have been completed, a team's series score will be the total of her race scores excluding its worst score.

19.4 When 8 (eight) to 10 (ten) races have been completed, a team's series score will be the total of its race scores excluding its two (2) worst scores.

19.5 When 11 (eleven) to 14 (fourteen) races have been completed, a team's series score will be the total of its race scores excluding its three (3) worst scores.

19.6 In the event of a breakdown, and when special consideration is requested in accordance with SI 18.2, 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.

20 SAFETY REGULATIONS

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

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

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

21 REPLACEMENT OF CREW OR EQUIPMENT

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 incidense, as soon as possible.

22 LOG BOOK

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

22.2 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 22.3 and 22.4.

22.3 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 harbour.

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

23 ADVERTISING

Boats shall display advertising supplied by the organizing authority.

24 NAME PLACARD

If supplied in the skipper packet, name placards shall be displayed in the plastic sleeve adhered to the mainsail on both sides. These placards are intended to transfer to the boat being sailed each day.

25 TRASH DISPOSAL

Boats shall not put trash in the water.

26 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.

27 BOTTOM CLEANING

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.

28 RADIO COMMUNICATION

28.1 Except in an emergency or in the event of a breakdown, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

28.2 The RC will use VHF channel 65 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 to hear them shall not constitute grounds for granting redress. This changes RRS 62.1.

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

29 PRICES

29.1 The prices will be given as follows:

- (a) The winner of the series will receive the perpetual International Knarr Trophy, which may be retained until the next Championship, together with a permanent trophy.
- (b) Prizes will be awarded to the first seven (7) skippers and crew.
- (c) Mid-week prizes will be given to the best skipper and crew. The best mid-week skipper will receive the Georg von Erpecom Perpetual Trophy, which may be retained until the next Championship.
- (d) Daily prizes will be awarded at the end of each day to the top three skippers and crew in each race.

29.2 Overall prizes will be awarded at the Awards Dinner on Saturday, August 9th, 2014.

30 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. 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.

31 INSURANCE

31.1 Prior to the August 3rd Tune-Up race, each skipper shall post NOK 5000,-. 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:

31.2 Any skipper causing damage to any borrowed boat including loss of its sails and equipment, not as a consequence of a collision, shall forfeit NOK 2500,- 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).

31.3 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 NOK 5000.- Insurance Deductible Deposit, which is equal to NOK 2500,- for the damaged "At-Fault" boat plus NOK 2500,- for the damaged "Right-of-Way" boat.
- (b) also pay NOK 2500,- 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.

31.4 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.

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

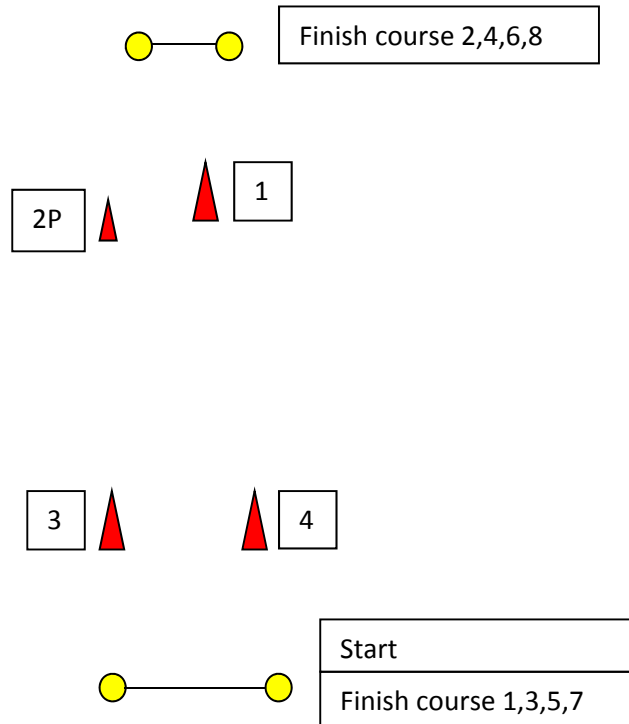
- (a) all outstanding deductible deposits for which he/she is liable have been paid in full. Payment is due immediately upon either; (1) the responsible skipper voluntarily acknowledging fault for damage to the Race Committee; or (2) the At-Fault Skipper is determined by the appointed Jury.
- (b) a new NOK 5000,- deductible deposit has been posted per SI 31.1.

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

Principal Race Officer: Gunnar Grevstad

Attachment A

COURSE DIAGRAMS AND COURSES



Marks

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

Marks 1 and 2P S are rounding marks. Marks 3 and 4 are a gate, indicated by (g). The gate shall be left with mark 3 to starboard and mark 4 to port.

Courses

(p) indicates mark shall be left to port.

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

Attachment B

