K N A R R International Class Rules *Norsk Knarrklubb*
Amendments valid from 2011

Approved amendments and additions to the edition: November 1989
Final agreed for second time on:
Norsk Knarrklubb's annual meeting Nov. 15th 1993, Nov. 15th 1994, Nov. 13th 1995, Nov. 11th 1996, Nov. 10th 1997, Nov. 9th 1998, Nov. 13th 2000; Nov. 4th 2003, Nov. 10th 2004, Nov. 16th 2005.
First time agreement, *batten length*: Nov 17th 2010

Licensing Add:

5.1. The Knarr shall be constructed by a yard with a license to build the Knarr, issued by the Knarr organization. The Knarr organization collects a fee for licensing the yard as well as collecting a fee for every Knarr being built.

Amendment to 5.2 to ensure new KNARRs as equal as possible:

5.2 The Knarr shall be constructed over a plug or in a mould approved by a measurer recognized by the International KNARR Committee.

Add:

All GRP parts and keel for the GRP KNARR shall be constructed in the moulds owned by Norwegian Knarr Association or in an approved mould made over a plug constructed from those moulds. The minimum construction basis for the GRP KNARR is hull, the two inner sections (inner cabin and cockpit sections) and keel.

Wooden deck specifications:

6.1.2 ..... *Change:* The deck....

The deck shall be of Oregon pine or spruce, not less than 16 mm thick, or of WBP-mahogany plywood, not less than 12 mm thick and a min. weight of 6,6 kg/m^2. Deck and cabin top to be covered with painted canvas, vinyl, teak or other waterproof material.

Other material and dimensions as specified on the plan.

GRP Knarr laminate specifications:

6.1.3 *Add:* Different numbers of layers of Chopped Strand Mat are permitted as long as the total minimum weights of the laminate are as stated.

New: Wooden cabin on GRP-KNARR:

6.1.4 A wooden cabin top, sides and coaming in accordance with the rules for the wooden KNARR, may be permitted for the GRP-KNARR. However the outside width of the cabin and cockpit at deck level shall confirm with the width for the GRP-KNARR. The maximum and minimum dimensions are limited by the drawings of the wooden KNARR and the GRP-KNARR. (cf. plan M)

Wooden deck on GRP-KNARR:

6.1.5 A wooden deck, in accordance with the rules for the wooden KNARR, may be permitted for the GRP-KNARR.

GRP-KNARR inner cabin top:

6.1.6 The inner shell, of the GRP cabin sides and top, may be omitted in return for additional layers of GRP in the outer shell corresponding to the weight of the inner shell.

Drawers:

6.2.3 The weight of the drawers aft shall be min. 20 kg. It is permitted to leave out the drawers, provided that the difference in weight to be made up with lead, fixed 500 mm aft of the coaming and 150 mm below the underside of the deck.

Transversal reinforcement beam incorporated in GRP deck:

6.2.4 Knarrs built with GRP decks, may incorporate the following deck reinforcement:

One deck beam may be fitted to the underside of the deck, immediately aft of the mast collar. The beam shall run transversely and extend sideways, on both sides, to the point where the deck core material ends. The deck beam may be built of wood or glass fiber. The scantlings of the wooden beam shall be as follows, and have a gradual taper:

At center line: width 50 mm, depth 60 mm

At Ends: width 50 mm, depth 40 mm

The glass fiber beam shall be moulded from an approved mould in accordance with set laminate schedule and by a builder approved by the class organization.

Tie-rod at mast

6.2.5. For additional support of deck in way of mast, one tie-rod may be fitted in the centre line, just in front or aft of the mast collar, between the underside of the deck and the mast step.
The tie-rod may be a steel rod, wire or rope and fitted with a tightening device.

Rail:

6.3 *Add:* For the GRP-KNARR, a toe rail of teak or mahogany of a constant height of 40 +- 5 mm is permitted.

Deck benches

6.4.8. Deck benches are permitted parallel to the toerail, athwartships of the cockpit. They must be inboard of the toerail, but by no more than 25 mm (1") from the upper, inboard aspect of the toerail. They may be up to 65 mm (2 1/2") wide and no higher than the straight line from the top of the cockpit coaming to the top of the toerail directly athwartships of the deck bench. They may not be used as a hiking aid.

Rudder: add: plywood

7.1 The rudder shall be constructed of solid wood, plywood or GRP according to laminate specifications.

Security watching windows in new sails, max areas

14.2.2 Windows max area 0.3 m^2 . . . . . are permitted. *Add:*

It shall be at least one window of minimum 0.25 m^2 in each sail positioned for maximum visibility. The upper edge of the window shall be below a line 1 m above and parallel to the lower leach in the main sail and 1.5m in the jib. Maximum total areas of the windows are 0.5 m^2 in the jib and 1.0 m^2 in the main sail.

Batten length	***Change***	***Dispensation given for use in 2010 (Nov 17th 2010)***
§ 14.3.4 Main sail:	Length of the uppermost batten	Full length permitted
	Length second batten from top:	max.1000 mm
	Length third batten from top:	max.1200 mm
	Length of the lowermost batten:	max 1400 mm

The battens positions and other measurements are not changed

Jib check wire not required: *Change:*

14.4.4 The jib shall be set without dismounting the forestay. Check wire or other type of reinforcement is not required. The jib shall be fastened to the forestay with hanks or similar. Head foils are not permitted.

Batten length	***Change***	***Dispensation given for use 2010 (Nov 17th 2010)***
Jib:	Length of the uppermost batten	Full length permitted
	Length of centre batten:	max.600 mm
	Length of the lowermost batten:	max 800 mm

Mains sail sheeting:

15.1 *After: ..,* all parts of the sheeting shall run directly between boom and the post.
Add: The tailing end may be led to cleat or jammer. The position of cleat or jammer is free.

Halyards led aft:

15.3.3. *Change:*
Purchase or Highfield lever for adjusting the luff tension of the jib and main while racing, is permitted. Halyards of all sails shall be fastened over deck and may be led aft.

Cunningham in the jib:

15.3.4 Cunningham haul to stretch the luff of the jib is permitted.
Add: The haul may be led aft.

Electronic/digital compass:

16.3 *Change to:*
Devices transmitting and/or correlating data relative to wind direction or speed, or boat speed and location, by means such as, but not limited to electronic, mechanical, hydraulic or pneumatic, are prohibited.
Compasses that are entirely self-contained units giving solely direction, a tacking prompt and have a timer are ermitted.
If the sailing instructions requires the use of special electronic means for safety or other reasons the sailing instructions prevail.
Mechanical wind direction indicator is permitted.

Generalforsamling 2010 Norsk Knarrklubb

Førstegangs vedtak Generalforsamlingen 17. nov. 2010

1) Spile lengde:

§ 14.4.3 Fokk:	Toppspile: Gjennomgående (fri lengde)		(før max 200mm)
	Midtre spile:	max 600 mm	(før max 300mm)
	Nedre spile:	max 800 mm	(før max 300mm)
§ 14.3.4 Storseil:	Toppspile: Gjennomgående (fri lengde)		(før max 500mm)
	Nest øvre spile:	max 1000 mm	(før max 850mm)
	Nest nedre spile:	max 1200 mm	(før max 850mm)
	Nedre spile:	max 1400 mm	(før max 750mm)

Seilens areal, plassering av spilene, øvrige mål og bestemmelser skal være som tidligere.

2) Dispensasjon for nye spilelenger for 2011

Etter NKKs lover, krever regelforslag ¾ flertall og skal vedtas to ganger om ikke 1/2 parten av stemmeberettigede båteiere (er medlem og en stemme pr båt) er representert ved førstegangs vedtak.
Det foreslåes derfor at det gies dispensasjon for kommende sesong forutsatt at vedtaket er positivt.

Det gies dispensasjon for lange spiler, for testformål, for kommende sesong 2011.