

52ND INTERNATIONAL KNARR CHAMPIONSHIP
COPENHAGEN 2022



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The International Knarr Championship is a unique institution in all sailing – we have sailed IKCs for over 50 years. “It’s not the Game, but the way it is played” expresses the soul of this annual event sailed for so long.

Quite a few of us will with joy remember many of the past IKCs; most recently, the anniversary event in Skovshoved 2018 and the IKC on San Francisco Bay the year after, not to mention the beautiful scenes when we sailed on the Norwegian fiords. But that was before the COVID-19 pandemic changed the world and disturbed our Knarr community resulting in the cancellation of IKC 2020 in Bergen, postponed to 2021, only to be cancelled yet another time.

Now, we are looking into a new era; together, we shall again enjoy an IKC, and together we shall strengthen the unique community that characterizes the Knarr class, with strong personal ties across all boundaries, geographical and physical.

Some Knarr sailors believe that we need to rethink the IKC. And maybe they are right - at least it's new that everyone shall sail with sails, which are completely of the same cut, and this year brand new, instead of taking on the challenge with the best sails that the boat owners had and made available for the event together with their beloved Knarr.

At IKC 2022 in Rungsted, north of both Copenhagen and Skovshoved, we strive to return to the basics of IKC - we shall enter the core, and together we shall start and build up a new era of the community. The ambition of having drone-delivered lunch packages on the Sound between the races may be something for the future and the extreme, extravagant evening events something of the past. Times are changing, and the world is never the same. However, do not fear that the traditions are scrapped; the scoreboard with sail

battens, the mid-week party, the beer on the dock after the races and all that we Knarr sailors love are still in focus.

The Danish IKC organizing team is intensely focused on arranging the best sporting framework to create the toughest competition between the 33 crews. Furthermore, ensuring that all Knarrs are up to the highest standards, meaning that it is always the crew, its qualities and daily form rather than the qualities of the borrowed Knarr drawn by lots that determine the results on the finish line.

A warm welcome to all our Knarr friends to International Knarr Championship at Rungsted – IKC#52.

Welcome!

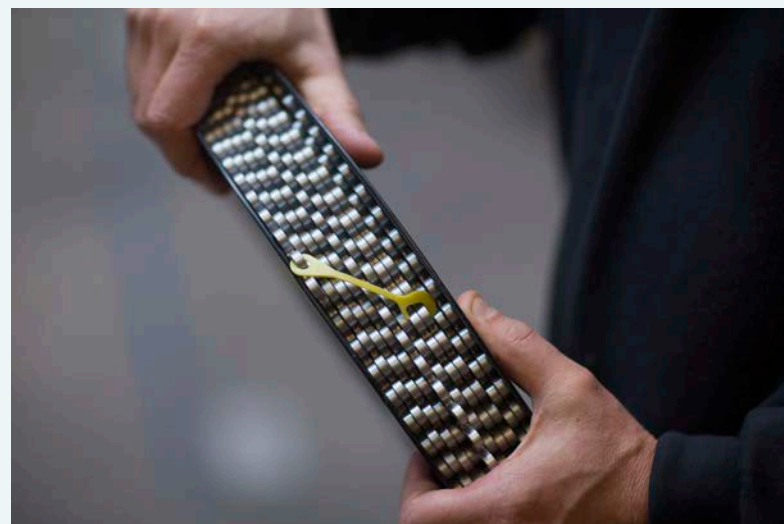
The Danish Knarr Sailors

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Welcome



There is something very special about the Knarr, something that makes older and younger sailors be attracted to this classic one-design yacht without a spinnaker. In my sailing heart, the Knarr occupies the place of honour. I am happy about the many fantastic experiences the Knarr class has given me: from an IKC-victory in San Francisco as crew with Jens Ive and Otto Langhorn and skipper Jens Christensen back in 1998, to the many good trips on the Sound in this boat that sails so extremely well - always with good friends.

The Knarr class is the Royal Danish Yacht Club's largest and most active racing class - in Skovshoved and Rungsted. A bunch of fantastic sailors who have not jumped onto the fashion waves over time but have faithfully kept the Knarr alive for more than 50 years.

I read the list of participants with great reunion - I remember many of the names. I look forward to seeing you again and welcoming you and everyone, who are here for the first time. With that in mind, I am thrilled that the Royal Danish Yacht Club can provide the venue, the volunteers and the waters of the Sound for the 52nd IKC.

On behalf of all at KDY I welcome this beautiful, simple Norwegian Knarr from 1943 - a true classic - back to IKC at the Royal Danish Yacht Club. Welcome to a week in the special social community in the Knarr Village and to the tough competition on the water.

May the best crew be this year's IKC champion.

And as a part of the Knarr community, all Knarr sailors are winners.

Carl Erik Kjærsgaard
Chairman



20 years later, February 2018: From left: Carl Erik Kjærsgaard, Otto Langhorn, Jens Ive and Skipper Jens Christensen



It is a great pleasure and a privilege to welcome all our Knarr friends from San Francisco, Norway, and Denmark to the 52nd International Knarr Championship at Rungsted.

This annual get-together - unbroken for as many as 51 years, was sadly hit by the severe pandemic preventing our friends in Bergen to host the IKC for two consecutive years. It is, therefore, with humility that we are being honored and able to resume this international event.

Once again, Peter Böttcher and his IKC team have worked hard to establish the best IKC ever, with 33 boats on the line, all GRP with alu spars, and brand new IKC sails - solely acquired for this and future IKC's in Denmark.

I want to thank the Danish Knarr sailors and the private and business sponsors who have made it possible to purchase the 33 sets of sail.

On behalf of the Danish Knarr Association, I also want to express my gratitude for all the other vital sponsorships which are essential for hosting this 52nd IKC.

I wish you all fair winds, and not least fair races, with respect for the "Deed of Trust".

Take good care of the boats, and your fellow Knarr sailors, so that we can continue to enjoy this unique event for many years to come.

Per Flemming Christensen
Admiral of the Danish Knarr Association



Photo: Heegaard Fotografi

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ERIC DOYLE

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“No, it can't be done”

As chairman and chief executive for IKC # 52, my role is first and foremost to align expectations with the many good ideas described in our manifesto for the event in Rungsted. To try to explain to my good sailing friends the art of the possible. Over the winter I have often heard myself say: “No, it can't be done”. I immediately regretted my statement as I saw the astonished glances of the audience and observed their quiet shaking of the head.

And yes, it can be done - if we all help each other.

‘IKC in Danish’ are enthusiastic sailors who voluntarily throw themselves into the project, with the passionate and blind belief that the impossible is just a mat-

ter of combining ingenuity, creativity and hard work. When the team came up with the idea that all 33 Knarrs should be equipped with brand new sails, I shook my head whilst remembering the cost of just one new set of Knarr sails. And as many as 33 !! - seemed out of reach. But the generosity and love of the Knarr triumphed. Many, many fine sailors and friends of the Knarr have made the impossible possible. The only words I can say are: Thank you so much.

It is the same all over. The core of IKC # 52 in Rungsted are the many united voluntary forces that have

created the framework for the community we shall enjoy together.

Welcome, everyone.
Peter Böttcher
IKC Chairman





It's all about love

BY NICOLAI LASSEN

Anyone who has sailed in the IKC, and anyone going to lend their Knarr for the event, has faced the dilemma: The sails? If you chose to make your Knarr available for an IKC, you know that the premise is that your best sails follow. However, when love is to be shared between your Knarr and the family, an almost unsolvable dilemma often arises: The new sails have again burdened the household budget and one's great passion on the water can be tough to spread to the family, who must sacrifice themselves on the altar of sailing again – again.

So, for the sake of peace, far too many boats will sail IKC with the best but perhaps slightly older sails that are available. This situation is not only a dull Danish phenomenon but also happens

in Bergen, Oslo and San Francisco. The joy of sailing Knarr with crisp sails can be hard to spread to the family - understand it or not?

For the IKC participants, the sails are an unknown factor, which may quickly create a bad mood on board, as often the sails are blamed when the day's results must be justified. However, it is a historical fact that the best sailors often win IKC - irrespectively which boats and sails they have encountered on their way to victory and success.

For several years, it has been discussed in the Danish Knarr fleet whether it could be possible to put new sails of the same cut on all the participating IKC boats. So

far, without success - the economy has always been an overwhelming challenge. New sails have also been a Danish proposal on the agenda for the Admirals Meeting of the International Knarr Association. Each time categorized as exciting and visionary - and totally unrealistic.

In Denmark, the proposal also gave rise to some shaking of the heads when it came back on the table in the autumn of 2021 - just read Peter Bøttcher's comment on page 9. But, again, the attitude was apparent: "Forget it, friends".

Despite all this, a large circle of the Danish Knarr sailors nevertheless shook hands to attempt yet again. The Danish Knarr Association chose to empty the Admiral's hat and put the first many kroner into the project. A Danish sailing family, who are lifelong Knarr lovers, was prompted to invest significantly in the project. Suddenly a foundation was laid - maybe the

dream could come true? The rest is history. Several Knarr sailors contributed quite quickly with such large sums that the project could be realized.

North Sails backed up the idea, and they gave the Knarr sailors a most reasonable offer, and now it is a fact that we sail the 52nd IKC with brand new sails - alike.

The benefits are obvious: The competition will be fairer - and much more demanding. The 33 boat owners making their Knarr available in Rungsted do not need to have to think about sails. They can hide all the bad excuses far away and enjoy the party in Rungsted. On the downside, the IKC sailors have lost their excuse and must take personal responsibility for the result of the day - sorry, friends.

When the IKC winner is announced on the 13th August, all the sails will go to North Sails for a check, be packed up, and be ready

for the next Danish IKC in three years.

The goal is that IKC can be held in Denmark with these sails in 2025, 2028, 2031, etc. Therefore, if you distribute the massive investment over the next 5 - 6 Danish IKCs, one may consider that the investment is not as huge as it immediately looks.

The year 2040 is so long ahead that only a few of us now in Rungsted may be active:

Hopefully, new generations of Knarr sailors will see the perspectives in the extensive work carried out among Danish Knarr sailors of the year 2022.

Hopefully, the new generations will also know how to respect that the love for the Knarr and all that IKC represents made it possible to realize the sails project.

As one of the driving forces behind the sails project, Henrik Søderlund says it:

"In 2022, it was 'All about love'. I hope that love is not rusted away in 2040 and that there will be Knarr sailors ready for IKC #70. And maybe the sails will eventually be sewn into bags, all stuffed with the good Knarr memories and stories of the years?" the old sailmaker concludes.



Organization

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Secretary/treasurer

Mads Freek Petersen (OD 15)
Tel. (+45) 25 27 80 61

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Morten Reinhold (OD 113)
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Henrik Søderlund (OD 112)
Lars Kiær (ex OD 123)
Otto Langhorn (OD 111)
Peter Bøttcher (OD 68)

Regatta Desk and Knarr Village

Per Flemming Christensen (OD 41)

SOCIAL EVENTS

Birgitte Schultz (OD 72)

Lay Day activities

Birgitte Schultz (OD 72)
Nicolai Lassen (OD 68)

Insurance

Jes Thomsen (OD 100)

Catering

Tina Krog, chief steward, KDY
Allan Hugo Vøgg, purser, KDY

Bedmaster

Otto Langhorn (OD 111)

Programme & PR

Jes Thomsen (OD 100)
Nicolai Lassen (OD 68)
Kristian Joos, photos
Lars Brink AD
Inger Chamilla Schäffer AD

52nd IKC logo design

Emilie Makhholm (OD 100)

Sustainability

Susanne Allerup, KDY
Jes Thomsen (OD 100)

RACE COMMITTEE

Race chairman
Henrik Asbjørn, KDY

Principal race officer

Henrik Paulsen, KDY

PROTEST COMMITTEE

Chairman
Bjørn Anker Møller

Members

Bo Vincents
Sven Solgaard Andersen

Race committee boat

Bavaria 40 "Salsa" - Klaus Hansen

Auxiliary boats

RIB - KDY
Photo - RAND

SPECTATOR BOATS

"Lilla Dan" - Jesper Hjorth Johansen,
captain

Bavaria 33 Cruiser "Poseidon"
Ulla Thor-Jensen & Mikkel Thomsen

RUNGSTED HARBOUR

Harbour master
Anders Söderberg
(+45) 45 86 83 11

GENERAL INFORMATION

Official notice board

In the window at ground level of the clubhouse
Digital: www.ikc52.dk
www.manage2sail.com/

Knarr Village

On the first floor of the clubhouse
Breakfast and self-service lunch to bring onboard will be available from 08:00 on race days.

Regatta desk

On the first floor of the clubhouse
Office manager
Flemming Finderup Nørgaard
Tel. (+45) 51 43 38 44
Opening hours:
Saturday 6th August - 15:00 - 18:00
Race days from 08:00 and afternoons (15:00 - 17:00)

Tickets for guests are available at the regatta desk.

Mid-week party at the clubhouse
- DKK 800
Awards Dinner at Rungstedgaard
- DKK 800
Full social package - DKK 1,350

IKC 2022 merchandise

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The Danish Knarr Association is most grateful for the support from Lauritzen Fonden, which aims to ensure children and young people experience the friendship of sailing.

Sustainability – it's here to stay

BY JES THOMSEN

KDY was rewarded for the work to reinforce sustainability after the 2021 season. As the only sailing club in the Nordic countries to receive a distinguished Platinum certificate - a splendid result for the club's Sustainability Committee, with Søren Helmer Jensen at the helm. The committee has, however, been given a much catchier name: "KDY GREEN-TEAM".

The team shall develop, manage, deliver and follow up on established sustainability activities. Søren is clear in his remarks: "The Royal Danish Yacht Club must be the leading sustainable sailing club, not just in Denmark, but globally – influencing the surrounding community and Danish and foreign sailing clubs and sailors. The Royal Danish Yacht Club should stand as the example that "drives" the development of our sport within sustainability."

For this year's International Knarr Championship, the KDY Green Team has joined forces with the Danish Knarr Association as they are co-organizers of the event. In combination, the Green Teams of both will do their utmost to ensure that sustainability will enter the DNA of sailors and the supporting crew of volunteers both at sea and ashore.

The UN's 17 Sustainable Development Goals have inspired the leading international non-profit marine conservation organization "Sailors for the Sea". Its mission is to engage, educate and activate sailing and sailing communities for the task of restoring the health of the world's oceans. "Sailors for the Sea" runs five main programs, one being "clean regattas". Read more at www.sailorsforthesea.org.

The activities of the KDY Green Team and the Knarr Association must be seen and measured by the initiatives at the regatta and the influence on what we define as our surroundings. The efforts at the clean regatta in 2021 resulted in the highest rating of Platinum from "Sailors for the Sea" because

everyone involved in the large regatta worked together, being the many KDY volunteers, KDY's permanent staff, the harbour personnel and the municipality.

For the 52nd IKC, we strive for the same, and we need participation from all involved to reach the goal.

A plan is prepared, which reviews the activities to be carried out before, during and after the event, together with a list of partners and suppliers certified by the Green Team. "Sustainable" is just as important in planning as allocating berths, appointing the race committee, booking auxiliary vessels, arranging social events, setting up communication and sourcing the prizes. Sustainability must be part of every activity.

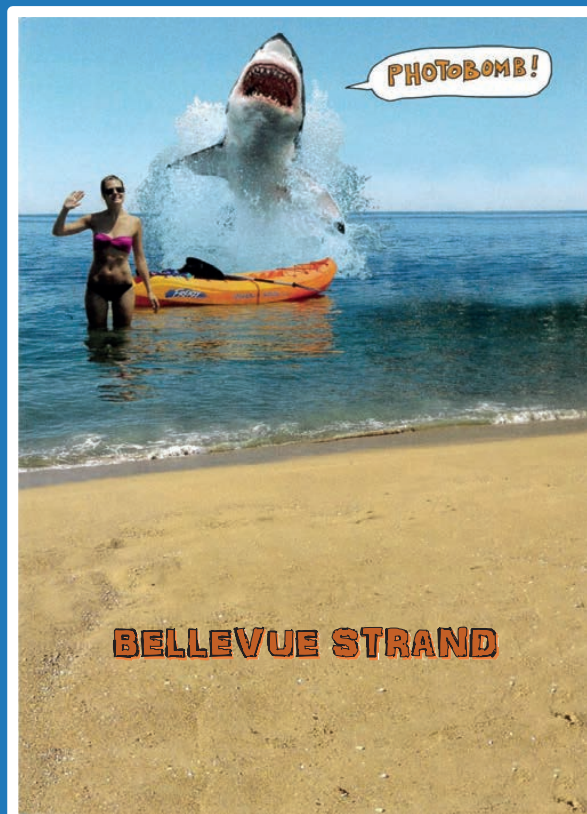
KDY started the 2022 racing season with a fleet of four electric self-positioning marks, which will be utilized during the IKC. The course will be laid and controlled via an

app on a smartphone. In addition to allowing for a faster laying of the course, they will minimize the time-consuming adjustments. Last, they also facilitate a significant reduction in the use of the fuel-intensive RIBs. Unfortunately, the downside is that in the future, volunteers will have to look for alternative forms of weight training when the manual lifting of anchor gear is a thing of the past.

All the participating Knarrs and auxiliary boats will be equipped with garbage bags made of sustainable material, which must be deposited in dedicated containers upon return to the harbour. All waste relating to the event must be sorted into several categories and deposited in containers: PET-bottles, plastics, cardboard, paper, metal, glass, textiles and residual waste.

It is essential to sort garbage and waste, as our waste management company Remondis claims: "It's not a waste to sort your waste".





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The prizes to be given out when the IKC concludes are donated by Imerco. They are almost all made of glass, a sustainable material. And the champion gets the International Knarr Trophy which as a perpetual trophy has been "re-cycled" for over 50 years.

IKC merchandise is, to the greatest extent possible, made from sustainable materials, such as ecological cotton. Not to mention the IKC-bags, which are made of scrapped Knarr sails donated by

members of the Danish Knarr Association and generously sewn up by North Sails.

From 2023, KDY will strive to only arrange clean regattas. The goals and activities of the Royal Danish Yacht Club's Green Team will ensure that the club will continue to be the leading sustainable sailing club - nationally and internationally.

Sustainability is here to stay, and when you return for the 55th

IKC here in Denmark, you will be finding even more initiatives by the organizing yacht club and the Danish Knarr Association.

Acting with sustainability is something we owe to all the places we operate and future generations. This is the foundation for all sailing and pleasure when we are out playing on the water here on Øresund, in the Norwegian fiords or on the San Francisco Bay. ■

"All garbage - and I mean ALL - must be sorted and go into the designated containers, or else"
Søren Helmer Jensen points out.



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Sustainable Danish design elevates communication at IKC

IKC is full of traditions and somewhat quiet for everyone other than the participating Knarr sailors.

BY JES THOMSEN

Although the Knarr is a fantastic design and despite the participants' high sporting ability, IKC will never be a yachting event that hits the big media.

But there is a large group in and around the Knarr community in the three countries who want to keep up to date. And at the same time, be confirmed in the injustice

that they are not physically present at the IKC and being an active part of the party - on and off the water.

In the communication strategy, IKC #52 will try to find a way forward. With probably one of Denmark's best maritime photographers, Kristian Joos, journalist Nicolai Lassen will endeavour to

create a media coverage second to none - the ambition is set high.

Kristian Joos' work with image and sound is a side business to his everyday life within marketing technology in a large Scandinavian bank. The level of Kristian's photography is very high, which you can see on his website Sailing. Pics.



The communication strategy at the IKC is governed by the fact that when the day's sailings are over in Rungsted, the morning sun rises over San Francisco Bay, and our Knarr friends there can enjoy their coffee with the latest IKC-news. Our Norwegian friends may have their afternoon tea at the same hour.

The intention is daily to publish IKC-news on social media supported by the most excellent pictures.

This cannot happen without several powerful partners, including the Danish company RAND Boats. A sustainable electrically propelled Mana 23 has been made available for the journalist and the photographer. During the IKC-week, news and pictures will be captured on the water, the photos not only conventional but also by utilizing a drone.

Danish RAND Boats is the world leading electric boat manufacturer, which offers 8 different luxury boats, available with both gasoline & electric propulsion. RAND rethinks motorboats with their class-leading electric performance with innovative and sustainable technologies.

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Read more at www.randboats.com

International Knarr Champions



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



YEAR	PLACE	CHAMPION	COUNTRY
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
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
2019	San Francisco	Lars Gottfredsen,	Denmark
2020	Bergen	Postponed due to COVID-19	
2021	Bergen	Not held due to COVID-19	



When you see a butterfly



BY NICOLAI LASSEN

When the butterfly basks around and plays in the ray of light, whilst reminding you how rich and tragic your life can be at one and the same time. When you are in the middle of life and in control of everything, then suddenly love - with a snap pulls the carpet away from under your feet and questions everything you thought you were, and you discover that you are just: Homo Sapiens - a human being - well yes, in this context a sailor. It's also the story of Karen Blixen and her extraordinary life.

At Rungstedlund - next to the harbour, there is a sundial. It has been there for more than 140

years, with the motto engraved in the stone: "Nunquam umbra sine luce", which means: "Never shadow without light". The words reflect Karen Blixen's life path, from coffee farmer over bankruptcy to the internationally known author and, probably just as important - a Rungsted citizen and neighbour to the harbour - right into the heart. "Never shadow without light" runs like a common thread through her tumultuous life the first 50 years and her late breakthrough as an international writer.

All Blixen had loved were dead, ill and financially ruined

When Karen Blixen returned home from Africa, she was in her mid-forties. All the men she had loved were dead. Her early career as a painter and coffee farmer was a thing of the past. At the same time, she was physically and mentally marked by the venereal disease syphilis, a gift from the interrupted marriage with the womanizer, the Swedish baron, Bror Frederik von Blixen-Finecke. And if that was not enough, she was also financially bankrupt - completely broke - the family had finally closed the coffers and stopped the endless flow of money to Africa.

She had no choice but to move in with her old mother, who lived in the childhood home at Rungstedlund opposite Rungsted Harbour. Karen Blixen had to ask for money every time she had to buy something. She had lived an independent life as a self-taught professional farmer in Kenya while now she felt good at nothing but telling stories and cooking.

It was not exactly what she had dreamed of. To be forced home to her mother and her children's room. Economically at the mercy of others.

Something had to happen.

“Why”, “Not” - “Why not?”

One day it suddenly dawned on Karen Blixen that if you put the two negatively charged words together into a question, they immediately changed the meaning and became the positive “Why not?” Minus times minus becomes, as you know, positive, and thus being encouraged, she had the foundation for a series of deep conversations with her brother Thomas. Loyally, he read her drafts of sev-

Why
+
Not
=
Why not?

eral short stories she had worked on in Africa, and he advised her to have them published. The year was 1934, and Karen Blixen was 49 years old.

The author's debut came with the release of “Seven Gothic Tales” in first the United States, then England. Maybe unsure of the reception, the book was published under the pseudonym “Isak Dinesen”. The seven stories made headlines and instantly hit the bestseller lists. Isak Dinesen/Karen Blixen became a world star overnight and was on everyone's lips as the new great icon in the cultural world of her time. From then on, we know her as the lady of the world, her noble

background, and as the Baroness of Rungstedlund, the old, life-wise narrator with the distinctive voice you will not forget when you have heard it just once - even that she died 60 years ago in 1962.

The woman who had lost everything and still managed to fight on, suddenly, as if by magic, be transformed from the family's blackest sheep into a celebrated diva on the international stage, a world celebrity - at the age of almost 50 - someone will say, probably a slightly late debut?

The innocence that must be lost before life can begin

Central to Blixen's stories is the innocence that must be lost for life as a human being to begin. Almost all of Karen Blixen's main characters are criminals before they can become whole human beings - whether it is a banal sin or violent crimes such as betraying the one they love or committing murder. Common to all, the characters in Karen Blixen's stories experience that it is precisely in the middle of the darkness that hope exists.

Blixen never lets go

One of her great strengths as a writer is that she takes the reader by the hand, and you move together far into the corners of the soul - and Karen Blixen never lets go. Infidelity, illness, death, betrayal, despair - you feel as a reader that Blixen herself has been there and has consciously also come out on the other side. As a reader, you recognize the conflicts because the emotions that the narratives deal with are so fundamentally human - they affect each and every one of us.

To write this article, I have also had to refresh my “Karen Blixen”. And yes, the stories are weird; the inspiration comes from the Italian traditions, the Arab stories: “A Thousand and One Nights”, William Shakespeare, and, of course, Hans Christian Andersen, all mixed into Karen Blixen's lively imagination and her hard-earned life experience. Karen Blixen continues to surprise me. In addition to a masterful language I personally love, her writing contains a deep and genuine insight into the depths of the human soul.

Here it is, in the middle of Karen Blixen's enchanting tale, you see the butterfly, basking around in the ray of light, inspiring you how rich and how tragic life can be at the same time. Everything in life has two sides, Karen Blixen seems to say, “No shadow without light, the reality is always both because we as humans are always both”.

Few of Blixen's stories have a happy ending. None of us is only good or only evil, only exemplary or downright ridiculous. We all hold both sides in us - and Karen Blixen reminds us that it takes courage to love a human being - for better or worse. ■



Karen Blixen 1885 - 1962

Karen Dinesen was born on Rungstedlund in 1885. In 1914 she married her half-cousin, Baron Bror von Blixen - Finecke, in British East Africa (Kenya). Together, they ran a coffee farm at Ngong Hills near Nairobi. Karen Blixen developed a close relationship with her employees and lived in harmony with the surrounding nature. Bror Blixen was consistently unfaithful to her, and Karen Blixen became infected with syphilis, a lifelong affliction.

After her divorce from Bror Blixen in 1922, Karen Blixen took over the day-to-day running of the coffee farm with massive financial help from family and friends. She fell in love with the English nobleman and military pilot Denys Finch Hatton, who used Blixen's coffee farm as his home base when he was not out in the wilderness. The relationship between the two ended abruptly when Denys Finch Hatton died in a plane crash in 1931. It was the beginning of the end of Blixen's time in Africa. The coffee farm went bankrupt. Already the same year, she moved home to Denmark, to her mother and Rungstedlund, where she lived until she died in 1962.

FOTO AF RUNGSTEDLUND



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52ND INTERNATIONAL KNARR CHAMPIONSHIP

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LAY-DAY 2022:

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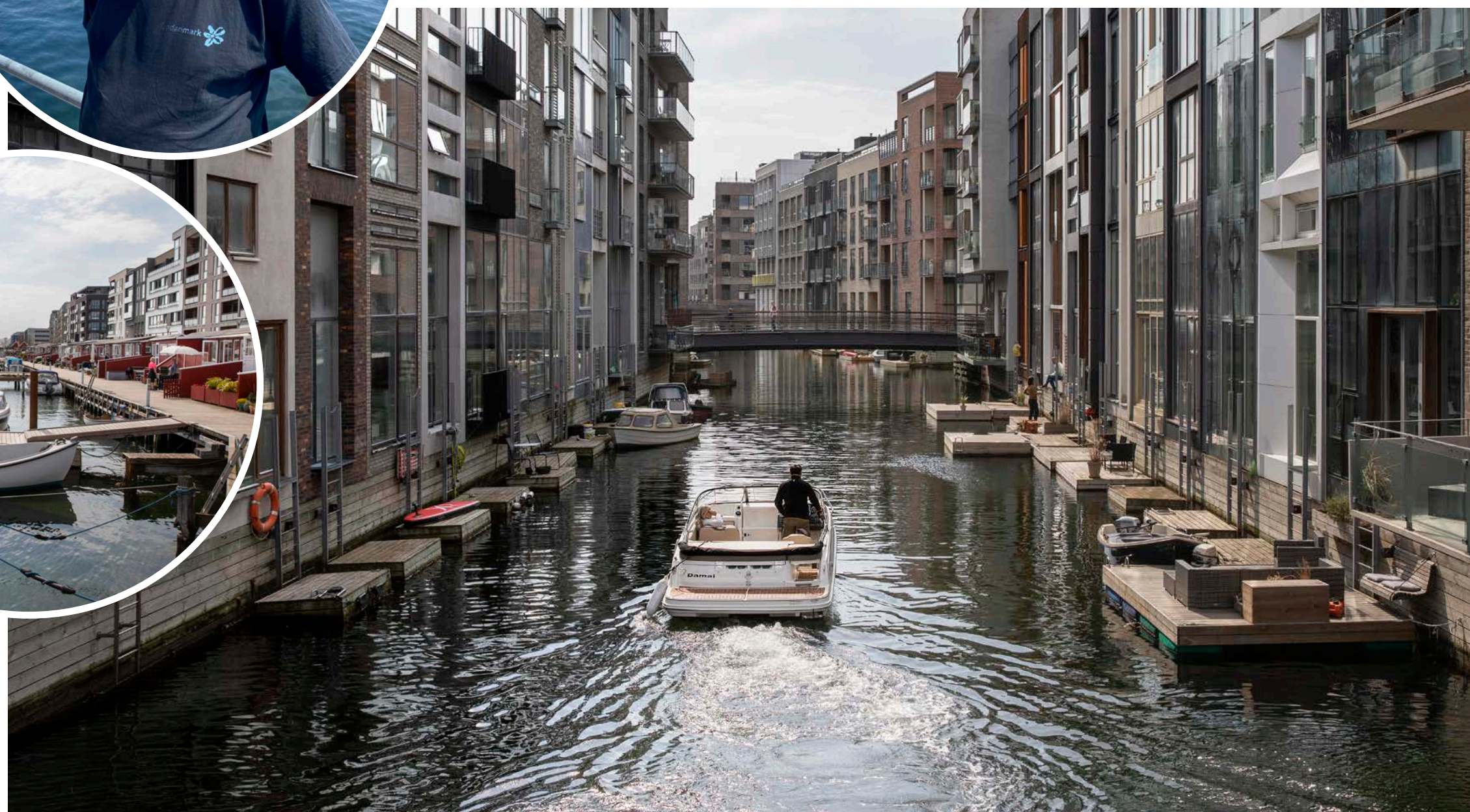
BY NICOLAI LASSEN

If you participated in the bike tour on Lay Day at the 50th IKC in 2018, you would remember how Copenhagen is 'The City of Bikes'. Copenhageners save millions of hours taking the bike through the city and, at the same time, enjoy the ride rather than being stuck in an endless traffic jam. The extensive bicycle transport is only possible because new bridges across the Port of Copenhagen connect the city.

In addition to positively impacting on reducing the total pollution generated by transport, the bridges also reinforce the brand of Copenhagen as the 'City of Bicycles' around the world. The bridges are instrumental for cycling as the primary means of transport in the city. And this year, you can enjoy the bridges without pedalling.

One of the Lay Day activities is the ultimate harbour tour onboard the fine boats: MY Fru Lassen, MY Eva and possibly MY Mormor. So being together with your Knarr friends you can go on a tour of the harbour packed with experiences.

With lovely and cool drinks in hand, we will experience areas of Copenhagen you might not envisage would exist in 2022. Right from the exclusive "Rivera" behind Christiania and the nude beach to the many small, almost unknown places here and there in the harbour. We guarantee a high level of socializing during "Tender trip 2022 - the expedition under the bridges" from the departure at Nyhavn until we are moored there again.



Together we will set out, hear numerous good stories, and enjoy people and experiences. On that morning, we sail south along the harbour whilst listening to the good stories. We shall see beautiful nature, historical attractions, everyday life and hidden areas where new districts are developing.

The Port of Copenhagen has everything from magnificent ar-

chitecture to home-built houseboats. We have knowledgeable guides on the trip – you will not miss out on anything.

When hunger strikes, our expedition checks into Bådklubben Valby, where we are guests in their floating clubhouse by Slusen (the lock). The "Swedish Chef from The Muppet Show" - Andreas – will serve a traditional Danish

lunch. The menu will consist of a selection of delicious open sandwiches at their best.

The word "Valby" in the name of the club comes from the fact that a group of taxi drivers from the neighbourhood Valby founded the club in 1970.

Returning to Nyhavn, we shall evaluate the day over a cold beer.

WHO WILL BE FIRST:

Wedell-Wedellsborg, Erhardt or Søderlund

BY NICOLAI LASSEN

It could have been other objects and initiatives that made yacht racing more efficient, resource-saving and environmentally friendly, but at the start of this season, automated buoys were purchased - i.e. self-positioning marks.

"In practice, the buoys control themselves at sea, enabling us as race managers to lay the course faster and more precisely. Both sailors and volunteers will benefit greatly from this technology. Using these sophisticated buoys can reduce the need for a workforce on the water. It does not mean that we no longer need volunteers. The tasks and functions on board the auxiliary boat at the top marks will, however, be somewhat different in the future," says the Race Chairman of the 52nd International Knarr Championship, Henrik Asbjørn of the Royal Danish Yacht Club.

As a participant, you will experience that the course is exactly as the race officer wants it, as he personally can control the location of the marks on the water and the relation with each other on his smartphone.



The automated buoys are essential from an environmental perspective. They will contribute to the sustainable execution of IKC 2022, as there will be less need for fossil-intensive motorboats.

So where does the headline: "Who will be first: Wedell-Wedellsborg, Erhardt or Søderlund" enter the story?

The investment in this new technology is quite significant, and

the club's management has been around with the hat to get financial support. Among the contributors was »Piraterne« (The Pirates), a club in the club at the RDYC. »Piraterne« of current days wish to continue the work of prominent deceased members, who in their active sailing life made tireless efforts to develop of the Royal Danish Yacht Club, hence the reference to Ebbe Weddel-Wedellsborg, Niels Erhardt and Kjeld Søderlund.



Current Pirates and the godmothers of the buoys named "Wedell-Wedellsborg", "Erhardt", "Søderlund", "Illum" and "Hempel". From left: Jesper Riise, Christian Peetz, Lena Brinks, Knut Iversen, Birthe Reed Rasmussen, Pirate Captain H.C Hansen, Mia Søderlund and Mads Erhardt.

The Pirates rioted – at the time

BY NICOLAI LASSEN

Age Hempel (1898 - 1978) One of the founding members of the Pirates, a rebellion against the Royal Danish Yacht Club. Founded the electronics company: "Aage Hempel Group" in 1928, one of the world's largest maritime service companies today.

Svend Illum (1899 - 1979) was a Pirate from the outset in 1929 and owned "Capricho", which in the summer lay for swing at anchor next to the Illum estate in Rungsted. He inherited his father's department store AC Illum in the middle of Copenhagen, thus a competitor to Ernst and Ebbe baron Wedell-Wedellsborg, who were major shareholders in Magasin du Nord, another department store just around the corner.

Ernst Gustav baron Wedell-Wedellsborg (1901 - 1983). He was a renowned architect and yacht designer of his time, constructed the W-boat, the type of King Christian X's yacht "Rita VI", several others, and as the last major project, the 60-feet "Niravana", built at the famous yard Walsted.

Kjeld Søderlund, (1926 - 2009) Pirate captain from 2002 to 2006. A passionate man in Danish sailing with extensive maritime authorship. Commodore of Rungsted Kyst Sailing Club, and since active in the Royal Danish Yacht Club and the Danish Sailing Association. Commander senior grade of the Royal Danish Navy. As the father of Henrik and Kim, he is re-

sponsible for two most excellent Knarr sailors.

Niels Erhardt (1930 - 2018) A yachtsman and businessman. Through his great voluntary work at the Royal Danish Yacht Club and the Danish Sailing Association, he was the 'foreign minister' in ISAF, later World Sailing. Commodore of the Royal Danish Yacht Club from 1975 to 1979.

Ebbe baron Wedell-Wedellsborg (1932-2005), son of Ernst Gustav. Danish shipowner, landowner and businessman. Commodore of the Royal Danish Yacht Club from 1979 to 1983. Owner of OD 111 from 1999 to 2005.

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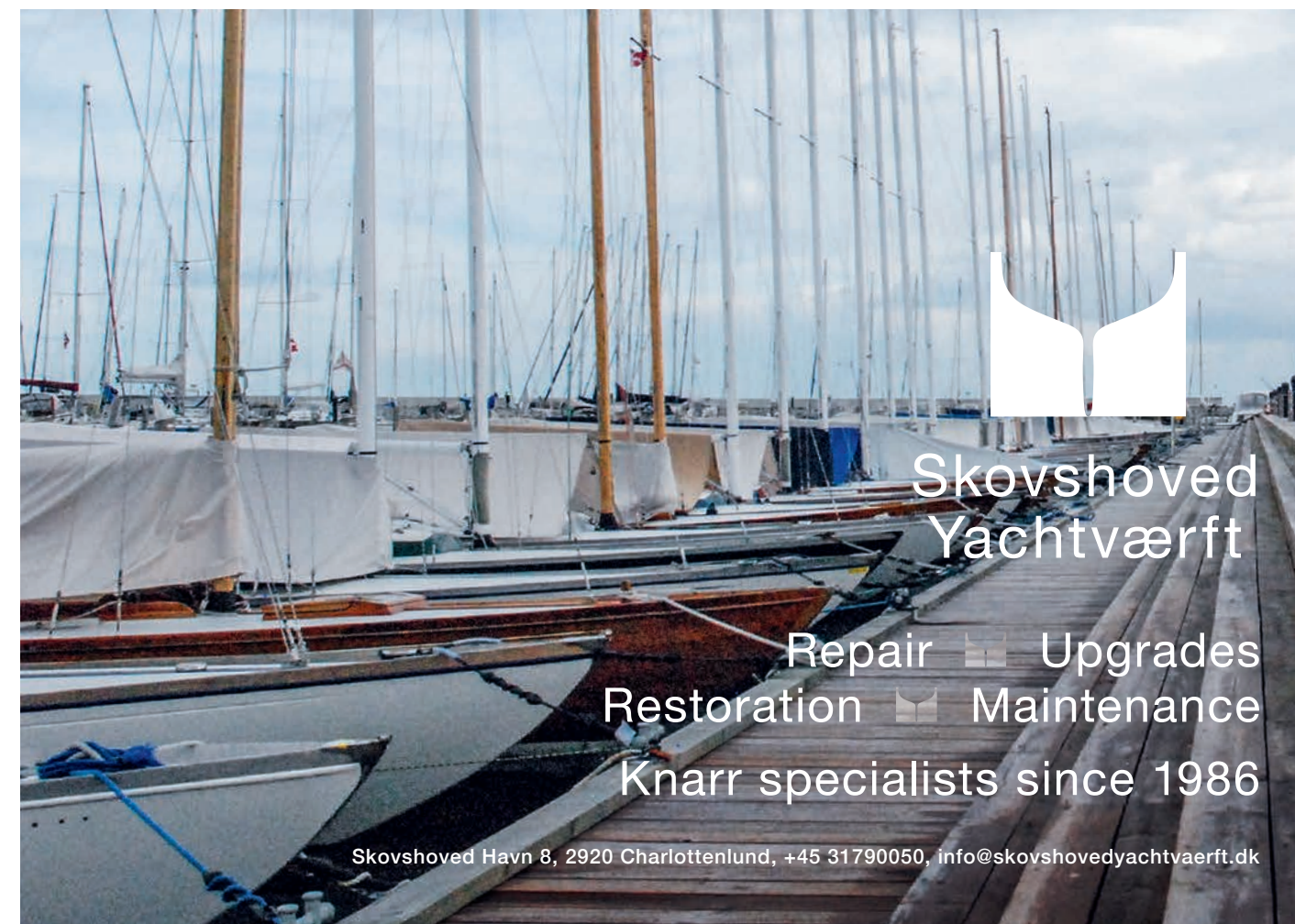
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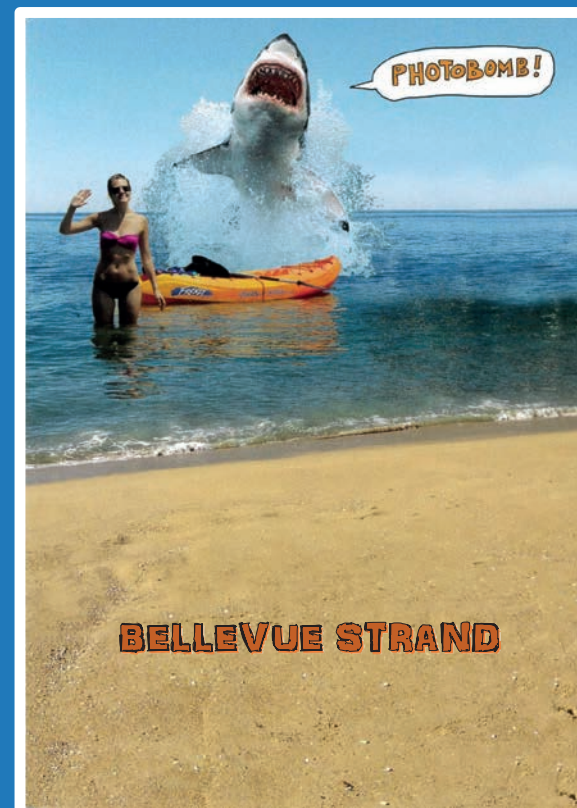
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“It is not the game, but the way it is played”

BY NICOLAI LASSEN

This quotation is not only the title of the book about the first 50 years of the International Knarr Championship but also a quote by Bob York. In addition to being a good Knarr sailor, he partnered with Knud Wibroe in gathering the Knarr fleets in the USA, Denmark and Norway together. In August 1969, they achieved their goal at the San Francisco Yacht Club. You may remember that this was at the time, when Neil Armstrong as the first human set foot on the moon.

The idea was born one winter evening in 1965 when Knud Wibroe assumed the chairman-

ship of the San Francisco Bay Knarr Association. Knud Wibroe has, throughout the years, been the driving force in getting more sailors into the Knarr. Therefore, Knud believed that the time had come to establish closer personal relations with the Norwegian and Danish Knarr sailors. Being born a Dane and a long-time member of the Royal Danish Yacht Club and the club's ambassador in San Francisco, Knud had good contacts in the Danish yachting community.

The idea was tested with the Royal Danish Yacht Club, where everyone agreed that Knud Wibroe's visions were interesting, but there

were also many reservations. Finally, however, commodore Niels Benzon would not be perceived as being negative and invited all the Knarr sailors from the San Francisco Bay Knarr Association to Copenhagen in the summer of 1966 for the club's 100th anniversary.

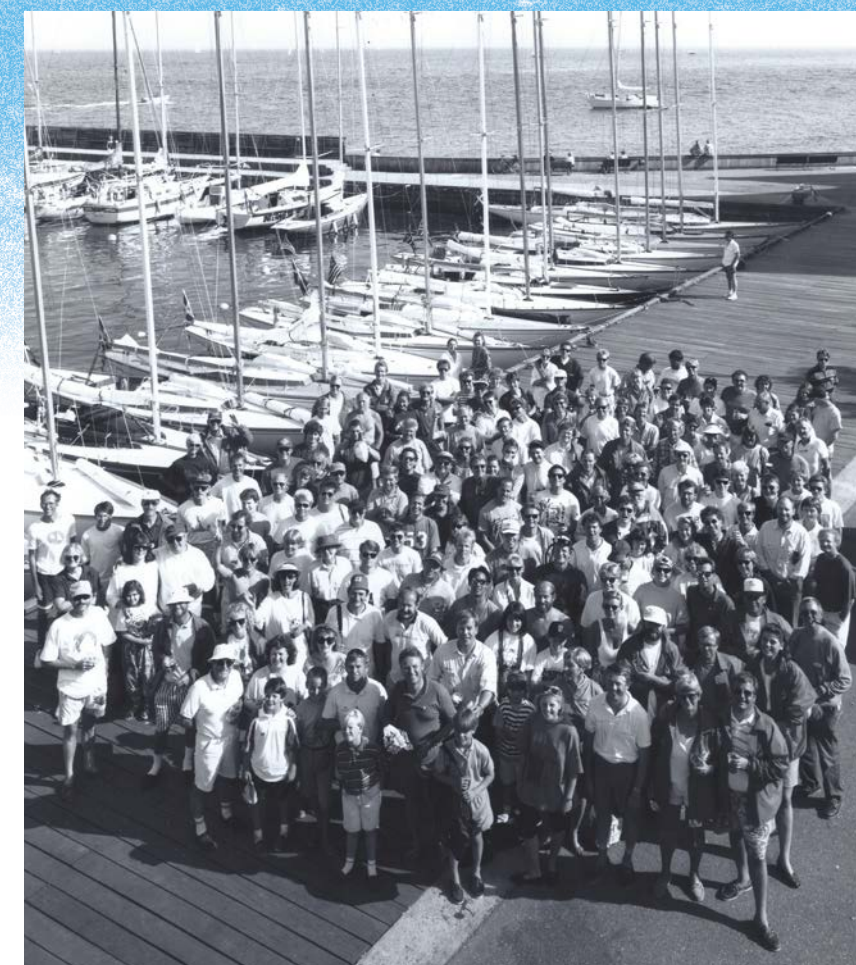
In the mid-sixties, San Francisco was a distant destination on the other side of the globe and an expensive excursion destination, so many Norwegian and Danish Knarr sailors were also sceptical.

If the distance to San Francisco could feel scary to the Scandinavians, it also applied the other way.

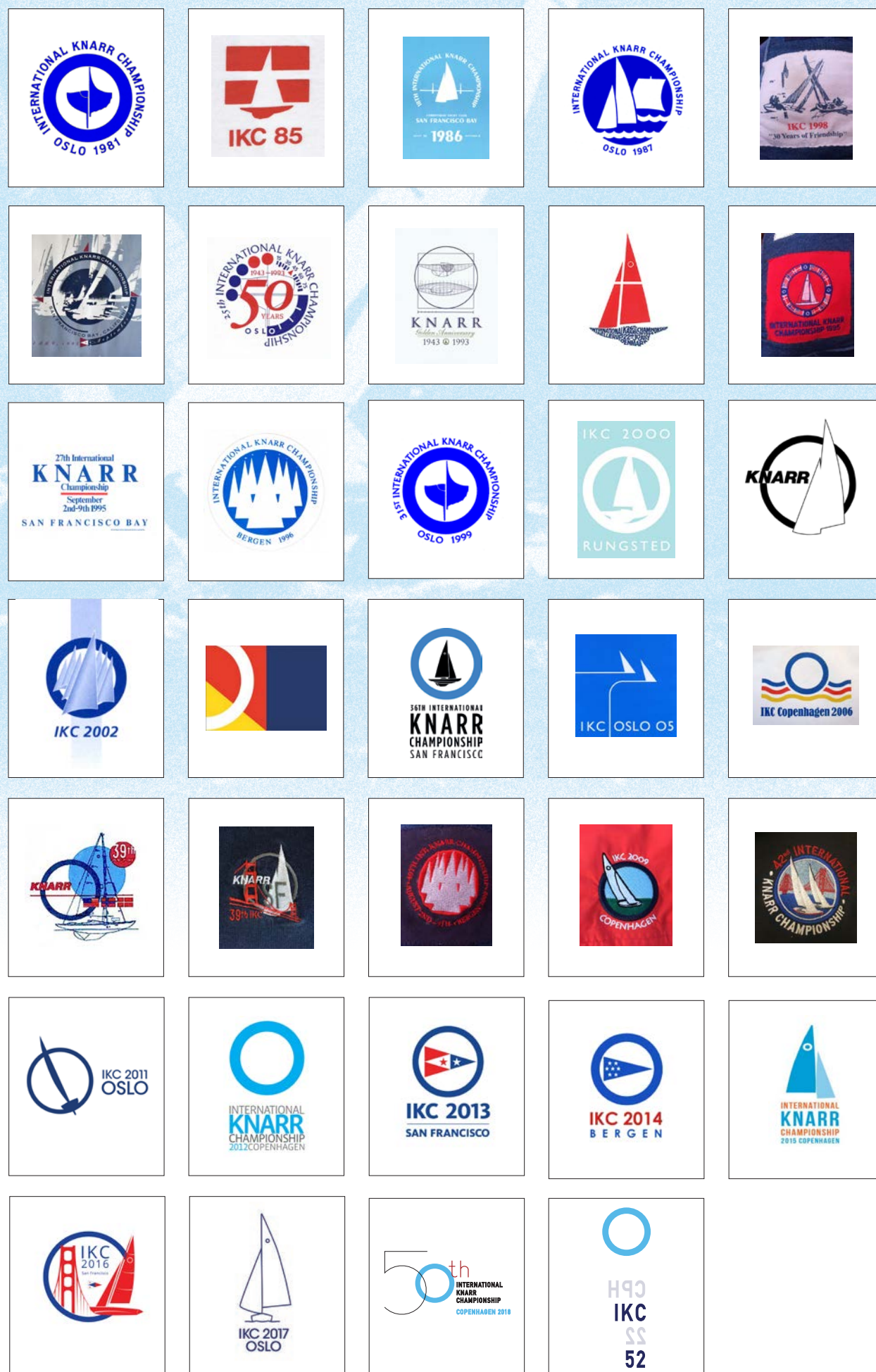
Knud Wibroe arrived for the centenary as the only San Franciscan Knarr skipper. With a good sailing friend, Peter Salz, he participated in the races skippering Peter's brand new Knarr from Børge Børresen's shipyard and won the series. The sporting success and the comradeship with the local and Norwegian Knarr sailors laid the foundation for IKC. In an express telegram sent from the Royal Telegraph Station in the middle of the historic part of Copenhagen in the evening, Friday 8th August 1966, to his sailing friend Clyde Jacobs, Knud reported: "Good news from Copenhagen - we won the anniversary races superbly. 37 Knarrs: 7 Norwegians, 1 Swede, us from San Francisco and the rest Danes". Due to the time difference between Copenhagen and San Francisco, the telegram with the good news had arrived when Clyde Jacobs entered the door to his office on the same Friday morning.



Knud Wibroe and Peter Salz in Peter's new Knarr, US124, Blue Peter III, in the Royal Danish Yacht Club centennial regatta.



Taarbæk 1991



Before leaving for San Francisco, Knud and Kirsten Wibroe invited the Danish and Norwegian Knarr sailors to the house in Rungsted they had rented for the summer. Also present at the meeting was Dick Griffith of San Francisco, who had participated in the centenary races in folkboat. Together, they presented their ideas for a Knarr World Championship - no more, no less. From Norway, Knut E. Røsholm and Arne W. Kamfjord, both from the Royal Norwegian Yacht Club in Oslo and Erik Dugdale, RDYC's commodore to be, participated.

Knut Røsholm, who at the time was admiral of the Norwegian Knarr Club, was given the responsibility of preparing the foundation for the championship, the "IKC Deed of Trust". The constitution is still the holiest grail of the Knarr class.

The most essential of the deed is that the sailors must borrow local Knarrs, and the boat must be changed daily. IKC is a battle in sailing skills and adaptability. Patience is not Knud Wibroe's greatest competence, so he cut through in the spring of 1967. He invited the Danish and Norwegian Knarr sailors to San Francisco in 1969 to participate in The San Francisco Yacht Club's 100th anniversary.

Clyde Jacobs - now chairman of the San Francisco Bay Knarr Association, took it upon him to create a new regatta format from scratch. Private accommodation for visiting participants, sailing guidelines and social events, boat preparation and most importantly: Opening ceremony, boat allocation ceremony, Midweek Party, Lay Day activities, a barbecue, an awards dinner and all the rest. The format turned out to be sustainable - unchanged up to this day.



HRH Prince Henrik



1972 - Champions Ulrik Brock, Niels Laursen and Mads Meisner-Jensen celebrating.



1972 - Sailing Fair or Failing Air



The first IKC in 1969 was a success, a huge success. Article 1 of the International Knarr Championship Deed of Trust says it all: "The purpose of the International Knarr Championship is to provide competition between friends united by their love for Knarr". The vision is sustainable, and at the time of writing, in 2022, it continues - after the COVID-19 pandemic, unfortunately, broke the otherwise unbroken chain in 2020 and 2021.

Without Knud Wibroe, it would not have happened, as Dane Klavs Olsen, himself an active IKC participant from the beginning, says: "Knud is brilliant". And Klavs continues: "Particularly when it comes to getting it his way". ■



A LIVING LEGEND AT RUNGSTED:

Kisser Schnakenburg

Over the years at IKCs in Denmark arranged by KDY, the participants have seen a petite lady in a RIB. Always in the right place and on time. That was Kisser Schnackenburg, a very active Knarr-sailor for many years herself.

BY JES THOMSEN



At KDY's centenary event in 1966, Kisser and her spouse Louis, who was the Danish Admiral, met Knud Wibroe and his wife Kirsten. They became friends and part of the group which worked on the first IKC in San Francisco in 1969, in which Kisser and Louis participated.

They usually sailed just the two. That worked fine with Louis at the helm, Kisser taking care of everything else.

They sailed the 5th IKC in 1973 here in Copenhagen. They had a third

crew onboard for the event, and he may not have been too good, as they finished last in the first two races. They put the man ashore, sailed just the two for the remaining races – and won the IKC.

At the following year's IKC in San Francisco, they did very well as reigning champions, this time with Kirsten Wibroe onboard. They were leading the series and the race of the day, which was the final race of the IKC when Louis presumably lost his hearing. Approaching the windward mark, he did not hear the ladies shouting "port rounding". Louis was excited and forgot that, in contrast to his home waters at the time, the marks were left to port on San Francisco Bay. So, he tried to round with the mark to starboard. Naturally, they had to give way to most of the entire fleet. Rather than winning the championship for the second time in a row, the

result was a severe drop on the scoreboard.

For many, many years, Kisser has not only been one of the very few female Knarr sailors, and masterly steered a RIB at numerous races. In addition, she has been one of the leading persons among the many volunteers at KDY, always ready to take her turn. She loves to see the Danish flag "Dannebrog" on a flagpole, especially the one in front of the clubhouse in Rungsted. She has had the honour of being in charge of "Dannebrog" at KDY and kept all the other flags for racing in order over the years too.

Born in 1938, Kisser is coming of age, and after more than 60 active years in the yachting community, she has decided to hand over to younger members of KDY, who no doubt will assume the tasks with humility and in her spirit.





“My
favourite
place?”

The Royal Danish Yacht Club

BY NICOLAI LASSEN & JES THOMSEN

Flora Christine was eight years old, and in the spring of 2019, she joined the club's youth section. At 11 she has become a very skilled young sailor: “I come to the harbour as often as I can. Mostly because I love to sail in the optimist dinghy, but also just to meet my good friends from the club or go on a cruise with my family on our sailboat.. The learning curve has been steep, as Flora Christine explains: “I wasn't able to sail at all when the season began in April 2019”. Flora Christine is young to the Royal Danish

Yacht Club (RDYC), and yet she is very much in tune with the community in the club when she says: “There is no place I'd rather spend my free time than on the water, in the company of my friends from the sailing club.”

Flora Christine and all her sailing friends stand upon a foundation laid down in 1866, 157 years ago. Today the Club is an international yacht club, with a bases in three harbours north of Copenhagen. Flora Christine is part of the youth section in the northernmost har-

bour, Rungsted Harbour. The base in Rungsted is the rendezvous place for many of the adult members, who participate in the weekly evening match, attending the sailing school in the club's J/80 or have reached the age of 60 and eligible to be a part of ‘Søulkene’ (Sea Veterans), which group sail every week.

All the local Knarrs are moored at pier 9 in Rungsted, and the same can be seen in Skovshoved, the middle RDYC-base, where about 35 Knarrs are lined up side-by-side.



ROYAL IS NOT JUST A FIGURE OF SPEECH

In 1967 RDYC presented the then Princess and her husband Prince Henrik with a Knarr, OD 57, as a wedding present.

Copenhagen is Northern Europe's international metropolis, which is also why there are many expats who live and work in the city. They've created a strong community in the club's international sailing school at Skovshoved, where they meet up and train with that Danish sense of “hygge” (cosiness) and learn the joy of being on the water.

Until 2010 the original clubhouse from the foundation was in central Copenhagen next to the Little Mermaid when RDYC moved to the southernmost port, Tuborg Harbour, donated to the club by the brewery Carlsberg, who owned the entire area. If you have a residence in the area, you also automatically have a berth and is thus a full member of the Royal Danish Yacht Club.

Flora Christine may be a future top RDYC sailor. Perhaps an active participant in the Olympics in 2028, or helmsman on a foiling project? Because at the Royal Danish Yacht Club the mantra is that anyone, regardless of age, can learn to sail. Whether you are 8, 12, 16, 48, 68 or more, the club has a sailing team that suits.



KDY Race chairman Henrik Asbjørn



IKC Principal race officer Henrik “Hønsen” Paulsen, KDY

Among KDY's members, there are many who volunteer to help run the races.
They are on the committee boat, in RIBs and other auxiliary boats and ashore.
They all ensure that the events run smoothly.
The work as a volunteer is - as the word describes - unpaid, but the volunteers are
happy to receive a cold beer and an annual lunch as a thank you.
You will meet the IKC-volunteers in at Rungsted and indeed in the Knarr Village.
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In September 2021 HM Queen Margrethe II presented Claus Meyer with The Rungstedlund Award for his persistent commitment to better food quality through an extensive gastronomic entrepreneurship, ranging from TV kitchen to Michelin-starred restaurant and work on philanthropy.
Foto: Annemette Kuhlmann

New Nordic Cuisine - from McD to Michelin

BY NICOLAI LASSEN

DSB, Denmark's national and state-owned train company, has a member benefits program. The headline in the latest email sent to members was: "Café cosiness or Michelin stars?" The good news was that I got a discount on everything from innovative cafes to the city's finest Michelin restaurants. This is a consequence of a fantastic culinary food revolution the Danes have envisaged since the 1980s when the golden arches of McDonald's and Burger King's Whopper came and conquered the Danish food scene. That meant minced meat, mayonnaise, ketchup and French fries. A sure hit for the masses, but rather unsustainable for the new genera-



***We must move on,
talk less about the
New Nordic Cuisine
and let it become a
part of our everyday
lives.***

tion of chefs, who together set the agenda of today. When culinary entrepreneur Claus Meyer received the "Rungstedlund Prize 2021" in September

last year, it marked an important day for this culinary revolution that Claus Meyer had initiated in Denmark two decades ago. The award is one of the top awards in Danish cultural life and is given to a personality who has made a special effort in areas of interest to Karen Blixen. She was an excellent and treasured gastronome in her own right, and she would have appreciated the development of food and cooking in Denmark. In her spirit, Claus Meyer knows how to be mindful and develop gastronomy as an art, just as Karen Blixen did in "Babette's Feast". Moreover, Blixen and Meyer have conveyed their sense of nature and people and the importance of the interaction between the two.



CLAUS MEYER

In short, the journey can be reduced to "From golden arches to Michelin", where Claus Meyer has revolutionized the Danes' food culture. Claus Meyer is self-taught, and for 25 years, he has been persistent with his commitment to better food quality.

His work includes the TV programme Meyer's Kitchen and various businesses, such as Meyer's Foodhouse, Meyer's Deli and Meyer's Bakery, to being co-founder of the three-star Michelin restaurant Noma - voted the world's best Michelin restaurant.

Furthermore, through the establishment of the Melting Pot Foundation he has initiated several projects to increase the quality of life and improve future opportunities among vulnerable and marginalized population groups in Denmark and abroad.



The Globe in the perception of Piet Hein, showing the true size of Denmark judged by various standards.

Piet Hein (1905 – 1996) was a Danish polymath (mathematician, inventor, designer, writer and poet).

There are only 5,831,000 Danes on the planet (2020). Denmark is a small country with no more than 50 km (approx. 30 miles) to the sea. Small, but big in the world in terms of innovation, technology, culture, sustainability - and the Knarr.

At the same time, Claus Meyer developed gastronomy further. He used it as a starting point for new ways of looking at food, production methods, nature and people. For a generation, our meat consumption has increased so much that nature can no longer cope. Claus Meyer wants to reintroduce some of the old ways to improve biodiversity and organic production. Livestock should get out of the industrial barns and back into the wild. Today, 80 per cent of all farmland crops are produced to feed animals for meat production. For every Dane, 5.5 pigs are produced for slaughter and export – that is about 32 million pigs in a year. Claus Meyer wants leguminous crops back on fields and on the dining tables, and he doesn't speak to deaf ears. Younger generations are increasingly opting out of meat, which already shows in the grocery trade. It's about taking care of the planet, something we must pass on to the next generation.

The journey started back in 2003/04 with the opening of Noma with René Redzepi as head chef when, almost simultaneously, Claus Meyer invited prominent chefs from all over Scandinavia

for a discussion about the future of the Nordic cuisine. It was crucial that everyone involved took ownership of the ideology and had a say in what became the manifesto for the New Nordic Cuisine. The process and the signing inspired the chefs to take responsibility back in their own kitchen. Fortune was with the team when the then Danish food ministers Mariann Fischer Boel and later Hans Christian Schmidt both fell in love with the ideas and took them into the political system - up to the Nordic Council of Ministers - which formally added the ideology as a program.

The movement quickly gained momentum. Politicians saw a New Nordic Cuisine as a potential billion-kroner industry. Almost 20 years later, Claus Meyer and the politicians have been right; not only gastronomy has won, but also exports and tourism. The New Nordic Cuisine is the new normal that permeates the entire Scandinavian food culture. Previously, a chef was just a chef, some of whom cooked good food for their restaurants, but generally, they were anonymous. With New Nordic, many chefs became role models with

responsibility, and many are now media stars. Many cookbooks sold today feature these stars and their recipes. In addition, the profession is popular, and many young people apply to become a chef, even though it is still hard physical work to be a cook.

Claus Meyer had never expected that chefs would become so important and inspiring to people working in the food industry. The Nordic food and beverage market has seen some extraordinary changes: The brewing industry now with more than 120 new Danish microbreweries. We also see a lot of small, very successful food companies that have created unique products based on local ingredients that change what you find on the supermarket's shelves. Carlsberg, an international brewery group, is a good example, starting the microbrewery "Jacobsen", named after the founder J. C. Jacobsen. It is one of the most successful examples of transforming the New Nordic Cuisine philosophy into industrial food production when the brewery eventually woke up realizing the consumer demand but also driven by the competition from the successful microbreweries. ■



The idea of the New Nordic Cuisine is that any food person can use this common approach of taking care of our planet to move in a new direction when we cook, whether it is fine food or simple everyday food.

We must move on, talk less about the New Nordic Cuisine and let it become a part of our everyday lives. Become part of our education system when we teach our children about food, produce and cooking.




lassen:
Less talk, more action

nicolai@nlassen.dk

“Louis Vuitton, GO HOME”

BY NICOLAI LASSEN

Over time, your used Knarr sails will no longer be helping you to outstanding results on the racecourse when the competitors have bought new sails and are beating you. The challenge is that your sails may no longer be fast, but they are non-perishable. In the childhood of the Knarr, the sails were woven from Egyptian cotton. Today sails are made from synthetic fibres, which provide better speed, are hard-wearing, durable and able to resist almost anything. But the speed potential disappears over time, and they go on their last journey to meet all the other outworn sails.

From time to time, you hear the regrets: “What are you doing with all those old sails in the attic?”. Good question, to which it is quite frankly impossible to give a sensible and correct answer. They fill up, they get in the way, and they have all burdened the household budget. It does not matter if it is in Bergen, Copenhagen, Oslo or San Francisco. For some, the joy of Knarr sailing can be hard to spread to the family.

As a sailmaker at North Sails, Henrik Søderlund is a devilishly hard Knarr skipper to beat and he is to blame for many of those “sails-take-up-too-much-space” discussions. So as part of the preparations for this 52nd IKC, he and the Danish Knarr Association wished to mitigate the situation and started the recycle project: Bring your used sails, and we shall turn them into bags.

It has been an enormous success; the peace has been restored in many of the tiny Knarr homes as the number of sails has been drastically reduced. Danish Knarr sailors are now more popular on the home front than ever.

Each team gets an IKC-bag when they check in upon arrival at Rungsted. The success has been tremendous, and you could buy the bags for just DKK 275 = USD 39 / NOK 385 approx. at the now closed webshop. There may still be bags to obtain at the merchandise desk; however, you might find them sold out. Anyway, a find for the price; indeed. Try to calculate what the actual price should be! The bags are so lovely and practical - and sustainable.

There is only one thing to say: “Louis Vuitton, go home”.



Participants

Nation	Knarr	Name	Skipper	Yachtclub	Crew-1	Crew-2	Crew-3
DEN	90	Cap	Lars Gottfredsen	Rungsted Sejlklub	Anders Fisker	Kasper Bonnevie	Jesper Kjer
DEN	112	Poseidon	Henrik Søderlund	Kongelig Dansk Yachtklub	Peter Gorm Christiansen	Kim Søderlund	
DEN	113	Davmar	Morten Reinhold	Hellerup Sejlklub	Stig Munchaus	Jesper Riise	
DEN	46	Pollux	Troels Bjerg	Kongelig Dansk Yachtklub	Theis Palm	Johannes Olesen Larsen	
DEN	135	Catho	Soeren Pehrsson	Kongelig Dansk Yachtklub	Nils Bjerregaard	Lars Hall	
DEN	68	Caroline	Peter Böttcher	Kongelig Dansk Yachtklub	Lau Wogelius	Anton Wester	
DEN	81	Tanja II	Kristian Kjærgaard	Kongelig Dansk Yachtklub	Nikolaj Meyland-Smith	Theis Poulsen	
DEN	102	Drammen	Rasmus Fredsted	Kongelig Dansk Yachtklub	Nicolai Wichmann	Jeppe Parving	Philip Christiani
DEN	114	Solveig	Carsten Bech	Kaløvig Sejlklub	Claus Juul Nielsen	Thomas Højlund	Peter Taggaard
DEN	128	Stella	Jesper Dalsgaard Rasmussen	Kongelig Dansk Yachtklub	Peter Salskov-Iversen	Michael Jeppesen	
DEN	121	Jacqueline	Søren Leopold	Kongelig Dansk Yachtklub	Anne-Marie Leopold	Charlotte Krebs	Sten Mejdahl Hansen
DEN	116	Gitte	Lars-Ole Knudsen	Skovshoved Sejlklub	Claus Schrøder	Jan Peter Andersen	
DEN	134	Asiaq	Johan Prior-Knock	Hellerup Sejlklub	Per Lambæk	Kim Garde	
DEN	72	Falken	Jens Schultzer	Kongelig Dansk Yachtklub	Mikkel Styrbjörn Hartvig Andersen	Marc Richter Nissen	
DEN	137	Linn	Kim Bruhn-Petersen	Skovshoved Sejlklub	Jesper Hoejer	Michael Knudsen	
DEN	15	Parfait	Mads Freek Petersen	Skovshoved Sejlklub	Peter Lillelund	Emilie Freek Petersen	
DEN	69	Evergreen	Ulf Røgeberg	Skovshoved Sejlklub	Jes Thomsen	Ole Albrecht	
NOR	126	Anastasia	Geir Bjarne Myre	Bergens Seilforening	Ørjan Ådland	Carl-Fredrik Joys	
NOR	143	Carpe Diem	Johan G. Hvide	Bergens Seilforening	Audun Haldorsen	Johan Christian K. Hvide	
NOR	144	Cyprina	Bjørn Ole Raknes	Bergens Seilforening	Thor Schonning	Inge Raknes	
NOR	142	Luscinia II	Lars Jårvik	Bergens Seilforening	Ole Hausberg	Thomas Fiksdal	Harald Fiksdal
NOR	130	Blåmann	Nils Petter Haugfos	Drammens Seilforening	Tilo Pflieger	Martin Caspersen	
NOR	138	Aiolos	Morten Heldal Haugerud	Kongelig Norsk Seilforening	Frank Nyborg	Svein Ivarson	
NOR	140	Lisa	Dag Ivar Ytreberg	Kongelig Norsk Seilforening	Lars Engebret Lillejord Hagen	Lars-Petter Hagen	
NOR	154	Inaka	Bjørn Ekholt	Kongelig Norsk Seilforening	Nils Kiær	Alexander Arnesen	
USA	128	Niuhi	Russ Silvestri	St. Francis Yacht Club	Spencer Cole	Randy Hecht	Mateo Vargas
USA	47	Kraken	Risley Sams	St. Francis Yacht Club	Jim Egbert	Eric Kaiser	
USA	125	Aquavit	Jon Perkins	St. Francis Yacht Club	Chris Perkins	Charlie Perkins	Johnny Perkins
USA	133	Viva	Donald Jesberg	San Francisco Yacht Cub	John Bonds	Eric Baumhoff	Ethan Doyle
USA	120	Snaps III	Michael Ratiani	St. Francis Yacht Club	Bradford Whitaker	Vince Armando	Bill Fredericks
USA	134	Alinea	John Buestad	St. Francis Yacht Club	Steve Taft	Christian Buestad	
USA	104	Flyer	Chris Kelly	Richmond Yacht Club	Paal Albro	Robin Driscoll	
USA	102	Benino	Terry Anderlini	St. Francis Yacht Club	Jens Ive	Dustin Winn	

International Knarr Champions

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
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
2019	San Francisco	Lars Gottfredsen,	Denmark
2020	Bergen	Not held due to COVID-19 pandemic	
2021	Bergen	Not held due to COVID-19 pandemic	

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52ND INTERNATIONAL KNARR CHAMPIONSHIP

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Schedule of races

SCHEDULE OF RACES AND WARNING SIGNALS:

Saturday	6 AUG 2022	Registration	from 15:00 to 18:00
Sunday	7 AUG 2022	Registration	from 08:30 to 09:30
		Welcome Ceremony, Draw of yachts, Skippers meeting Tune –up race + One (1) race scheduled	from 09:30 12:55 first warning
Monday	8 AUG 2022	Three (3) races scheduled	09:55 first warning
Tuesday	9 AUG 2022	Three (3) races scheduled	09:55 first warning
Wednesday	10 AUG 2022	Lay day	
Thursday	11 AUG 2022	Three (3) races scheduled	09:55 first warning
Friday	12 AUG 2022	Three (3) races scheduled	09:55 first warning
Saturday	13 AUG 2022	Three (2) race scheduled	09:55 first warning

Social Events

Every race day		Beer on the dock and more incl. daily prizes	
Tuesday	9 AUG 2022	Mid-Week party. KDY Clubhouse Prizegiving: Georg von Erpecom Perpetual Trophy	19:00
Wednesday	10 AUG 2022	Lay day activities: Tour of Copenhagen Harbour: Golf tournament.	
Saturday	13 AUG 2022	Awards dinner, Rungstedgaard Prizegiving: International Knarr Trophy	18:00

IKC#52
INFORMATION





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