WE LOVE CREATIVITY, WE THINK STRATEGIC AND WE WORK DIGITAL.

We help brands and companies to get an interesting and relevant digital presence that creates results.

Always wondered why they called it the boom... Then it hit me.
Dear Knarr sailors, guests, and friends,

It is a great honour to host the 50th Anniversary IKC and 75 years birthday of the Knarr boat - an honour that gives all the Danish Knarr sailors the extra drive to "go that extra meter", so that we jointly can all participate in the best IKC of the century, here at Skovshoved.

With 33 Knarrs on the starting line, all in fibreglass and with alu masts, the scene is set for a tough and in every race intense fight for position. Our technical committee has done the utmost to establish a fleet of almost identical boats.

The IKC is unique in the world of sports. To change boats every day is one of the cornerstones in the competition surrounding the IKC, something that would be unthinkable in for instance Formula 1 races.

There is nothing like this in other race boat classes. Unlike the IKC, they may meet for official European or even World Championships. But no other sports can live up to the grand atmosphere and friendship experienced during the IKC.

As Danish Admiral, I guarantee there will be room for lots of fun and friendship at the Knarr Village, which will be your centre in the coming week. The place where sailors meet, and where Knarr enthusiasts from everywhere drop by to create "hygge" - as Danish as it gets.

This IKC in Skovshoved would not be possible without the many true friends of our class and the strong teamwork. Together they have established the essential financial platform, enabling us to enjoy this IKC week together. I hereby want to express our sincere thanks to all our sponsors.

KDY, The Royal Danish Yacht Club, is our good partner on the race course and with Commodore Lars in charge, the IKC races are in the best possible hands.

On Sunday at “Sølyst” we celebrate the 50th Anniversary of the IKC and the 75 years birthday of the Knarr by publishing the ultimate coffee table book: "It is not the Game, but the way it is played". “Sølyst”, an old country house here in Klampenborg going back more than 500 years, has opened its doors and is welcoming us.

May the best team win and may we all enjoy an unforgettable IKC.

Peter Bøttcher
Admiral

Dear Knarr Sailors

It is an honor and a privilege for the Royal Danish Yacht Club to welcome you all to this great Knarr event. It is the 50th time that Knarr sailors meet to fight out a weekend battle for the IKC trophy. A true battle where boats are changed to ensure that the best Knarr team in the world steps up to the podium after the final day of racing.

The Royal Danish Yacht Club has a long tradition with the Knarr fleet and hosting the IKC and many of the club’s sailors have over the years won this famous award.

The organizing committee has been working hard on this year’s very special anniversary, and I feel very confident that you will all have a great time - not only on the water but also ashore.

Being the event coordinator, I can guarantee you that I will personally do my utmost to make sure we get great racing and fantastic socializing.

Lars Ive
Commodore
It’s a great pleasure for me to welcome The International Knarr Championship 2018 in Skovshoved Havn. Gentofte Kommune is proud to make the harbour available as venue for the championship. The area went through a major modernization a few years ago, and now represents the ideal setting for a top class sports sailing event.

In Gentofte Kommune we work purposefully to create good conditions for sports and physical activity. We have been appointed elite sports municipality by the main organization for elite sports, Team Danmark, and we prioritize the development of talent and talent environment. We are immensely proud that The Danish Sailing Union has chosen to establish “Kraftcenter Øst” in our municipality, because it will contribute to our long and proud tradition of sports sailing and the many great results gained by the sports clubs in the municipality.

At the same time, we highly prioritize recreational sports in general. We have a political goal that all citizens should be physically active for at least one hour every day. Therefore, in the fall of 2017 we signed an ambitious agreement with the sports organizations, in order to engage the local citizens in physical activity and support the political goal. Also, we will continue the focused effort to improve the recreational facilities in the municipality, for the benefit of both sports clubs and self-organized sports.

The International Knarr Championship has been held in Skovshoved Havn several times before, and the organizers, The Danish Knarr Club and The Royal Danish Yacht Club, both have solid experience and tradition for organizing this regatta. Many hours have been spent in order to create the best possible conditions for this championship.

I wish to thank the clubs and all the volunteers, leaders, and officials who have made a great effort to make this event possible.

Finally, I welcome all sailors from Bergen, Oslo and San Francisco, and the Danish hosts to Gentofte Kommune and Skovshoved Havn.

Gentofte, July 2018.

Hans Toft, Mayor of Gentofte Kommune
Basico rådgiver om økonomi og jura fra afstemninger til robotics. Fra CFO services til interimsløsninger. Basico blev grundlagt i 2003 og rådgiver de største danske virksomheder.

Læs mere på basico.dk

WE LOVE SAILING

CAVIAR HOUSE & PRUNIER
SEAFOOD BAR

We welcome you to visit us in terminal 3, Copenhagen Airport.
**Board of Danish Knarr Club**

Admiral
Peter Böttcher (OD 68)
Tel. (+45) 22 70 55 30

Secretary/treasurer
Per Flemming Christensen (OD 41)
Tel. (+45) 40 30 67 70

Technical
Ulf Røgeberg (OD 69)
Tel. (+45) 40 30 91 63

Racing
Jakob Zarp (OD 118)
Tel. (+45) 21 81 84 04

Member
Lars Westenberg Bjørn (OD 131)
Tel. (+45) 40 14 84 78

Member
Henrik Søderlund (OD 41)
Tel. (+45) 20 73 96 21

Royal Danish Yacht Club

Commodore & event coordinator
Lars Ive

IKC 2018 Organizing Committee

IKC Chairman
Peter Böttcher (OD 68)

IKC Secretary
Jes Thomsen (OD 100)

Treasurer
Per Flemming Christensen (OD 41)

Technical
Ulf Røgeberg (OD 69)
Ole Albrecht (OD 91)
Jes Thomsen (OD 100)
Michael Knudsen (OD 78)

Racing
Peter Böttcher (OD 68)

Regatta Desk and Knarr Village
Lars Ive
Lars Westenberg Bjørn (OD 131)
Per Flemming Christensen (OD 41)
Diana Danebo Hansen (OD 41)

Lars Olsgaard (OD 81)
Jane Walsøe

Merchandise
Alicia Alonso-Allende (OD 111)
Annelette Thyssen (OD 68)
Lisbeth Mattiasson (OD 68)

Fundraising etc.
Otto Langhorn (OD 111)
Christian Nylykke (OD 124)
Ib Ussing Andersen (OD 111)
Søren Leopold (OD 121)
Lars Kjaer (OD 123)

Social events
Kim Eilersen (OD 105)
Peter Böttcher (OD 68)

Catering
Nicolai Lassen (ex. OD 68)

Bedmaster
Otto Langhorn (OD 111)

Programme
Jes Thomsen (OD 100)
Nicolai Lassen (ex. OD 68)
Søren Kyllebæk (OD 131)
Betricia Brandt, Oktankbh

50th IKC logo design
Emilie Thomsen (OD 100)

Chartered accountant
David Holm

Race Committee
Race chairman
Lars Ives, KDY

Principal race officer:
Henrik Paulsen

Protest Committee
Chairman
Bjørn Anker Møller

Members
Peter Ward
Hans Kurt Andersen

Race committee boat
Hanse 41 - Klaus Hansen

Auxiliary boats
“Danish Blue” - Finn Lerbeck
RIB - KDY

Spectator boats
Xp38 “Soldier Blue” - Lars Ives
Bavaria “Poseidon” - Ulla Thors-Jensen (Mon. 4/8, Tue. 5/8 & Sat. 11/8 only)

Skovshoved Harbour
Harbour master
Jesper Tjott
Tel. (+45) 26 30 26 11

Lunch at Sletten Yachtclub
Tickets at the regatta desk for DKK 450 per person

Mid-week party
Knarr Village marquee
Admission is included for skippers and crew. Guest tickets may be purchased at the Regatta desk

Awards dinner
Peter Lieps Hus
Dyrehaven 8
2930 Kopenhagen
Tel. (+45) 39 64 07 85

Admission is included for skippers and crew. Guest tickets may be purchased at the Regatta desk

Important phone numbers
Fire, Police, Ambulance (emergency): Call 112

Medical Helpline
(doctor, dentist): Call 1813 (16:00 – 08:00)

Taxi
Dantaxi Tel. (+45) 48 48 48 48
Taxi Nord Tel. (+45) 35 35 35 35

IKC TEAM

The gentlemen of the IKC Team from left:
Kim Eilersen, Lars Westenberg Bjørn, Jes Thomsen, Ulf Røgeberg, Ib Ussing Andersen, Otto Langhorn, Peter Böttcher, Per Flemming Christensen, Nicolai Lassen. Absent: Christian Nylykke, Søren Kyllebæk, Søren Leopold.

IKC 2018 merchandise
For sale at the Knarr Village
Details, prices and pre-order:
https://www.knarr.dk/IKC50Merchandise

Payment:
Visa and Master Card accepted
MobilePay Tel. (+45) 40 30 47 30
(Per Fl. Christensen, Knarr-treasurer)

**General information**

Knarr Village
Situated at the foot of the Knarr-jetty
Breakfast and self-service lunch to bring onboard will be available from 08.00 on race days

Regatta desk and official notice board
At the KDY pavilion
Tel. (+45) 40 13 70 07
Race Chairman Lars Ives

Opening hours
Saturday 4th August - 15:00 – 18:00
Sunday 5th August - from 08:00
Race days - during afternoons (15.00 – 17.00)
Wednesday 8th August (lay-day) – Closed.

Registration
At the Regatta desk.
To be completed by Saturday 4th August 18.00

Tickets for guests
Jubilee dinner – DKK 990
Mid-week party – DKK 650
Awards dinner – DKK 750
Full social package – DKK 1,950

**Registration**

Jubilee dinner
Selsyn
Emiliekildevej 2
2930 Klapmosen
Tel. (+45) 39 64 06 85

Admission is included for skippers and crew. A very limited number of guest tickets may be purchased at the Regatta desk.

Lay-day tour
Per private Knarr-cars to Kronborg, Elsinore. Admission to the castle, incl. guided tour “In Hamlet’s World”
Schedule of events

Saturday 4th August
15:00 – 18:00
Regatta desk
opens at the KDY pavilion
Skovshoved Harbour
Registration

Sunday 5th August
08:00
Regatta desk opens at the KDY pavilion
09:00
Welcome and flag raising ceremony
Skippers’ meeting
Draw of boats
Presentation of teams

12:55
Warning signal for practice race
One race scheduled
immediately following
Daily prize-giving and ‘moleøl’ at
the Knarr Village

18:00
Jubilee dinner at Sølyst incl.
publication of the IKC-book:
“It is not the Game - but the way
it is played”
(Proper yacht club attire)

Monday 6th August
10:55
Warning signal for first race
of the day
Two races scheduled
Daily prize-giving and ‘moleøl’
at the Knarr Village

Tuesday 7th August
09:55
Warning signal for first race of the day
Three races scheduled
Daily prize-giving and ‘moleøl’
at the Knarr Village

Wednesday 8th August
18:30
Awards dinner at Peter Lieps Hus,
Dyrehaven 8, Klampenborg
Presentation of The International
Knarr Championship Trophy.
Participants

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International Knarr Championship

Deed of Trust

2018

1. The purpose of the International Knarr Championship (IKC) is to provide a competition between friends united by their love of the Knarr. While it is a competition, all participants should enter the championships pledging to be the best sportsmen possible in their relations with each other and in the handling of the boats.

The Championship shall be held every year, alternating between the USA, Denmark and Norway. The first Championship will be held in the United States, at San Francisco, California in 1969.

In the event the German Knarr fleet achieves eligibility for membership of the International Knarr Association (IKA), Germany shall be included into the rotation as a host country every fourth year, beginning in its first year of such eligibility following an IKC hosted by the USA. Following Germany’s first hosted IKC, the ordering of host countries will continue in its previously established sequence.

2. A. Eligibility

The host country shall decide the number of skippers with crew. The visiting countries shall each be granted a minimum of five berths for their skippers with crew. The host country may enter up to twice the number of skippers with crew as each of the visiting countries.

In the IKC competition at least one member of each qualifying team has to be at least a 1/3rd owner in the boat that the team sailed to qualify with. In the event of a bona fide charterer skippering in their entire IKC qualification series, one skipper must be selected prior to the IKC and shall act as skipper for the duration of the IKC in question.

The champion of the previous year shall also be invited to participate provided that he is a Knarr owner of at least 1/3rd of a sailing Knarr at the time of the regatta. The ownership requirement may be waived by the Admiralty of the champion's country. If the previous year's champion does not sail in the regatta, the country of the defending champion shall be granted an additional berth in the regatta.

Skippers must be members of a National Knarr Association.

Beginning with the IKC in 2008, and every subsequent year until it achieves host country eligibility status as provided in Rule 1, Germany will be entitled to one entry in the Norwegian, USA and Danish hosted IKC’s, provided each of the following requirements has first been satisfied: (i) Germany establishes and maintains a one design Knarr class and association, accepting the Knarr International Class rules; (ii) Germany’s established Knarr class association has an IKC qualifying series of at least 4 races with at least 5 boats competing for the entry in the upcoming IKC; and (iii) Germany’s established Knarr class association accepts and adopts the IKC Deed of Trust in its entirety. Should one German team enter, the total number of IKC-contestants will increase with one berth.

B. Notice

The visiting countries shall advise the host country of the names of the skippers that they will send before 1st April in the regatta year. If a visiting country advises the host country that they will not be filling their quota, then the host shall promptly offer any vacancies to the other visiting country. If there are several other visiting countries, the country to receive the offer is to be decided by draw. If there are still unfilled berths after making the offer to the visiting countries, then the said berths may be filled by skippers who raced in their own country's elimination series. If a vacancy is not filled by a qualified visiting skipper, then it shall be filled by the highest qualifying skipper from the host country.

C. Selections

Each country's National Knarr Association will decide the system to be used in selecting their participants.

D. Professional competitors

No professional sailor, as defined below, shall be permitted to sail in an IKC as skipper or crew, unless that person has sailed in 75% of the IKC qualifying races for that year.

A professional sailor is defined as a Group 3 competitor according to the World Sailing Sailor Classification Code being in force at the time of the IKC.

E. Responsibility of Skippers entering the IKC

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

The joint Admirals may at any time before and during the IKC, without any explanation, ask any skippers for a written detailed explanation of competitor qualification under Rule 2D, and a list of the qualifying races the sailor participated in. The written response will be shared with the Admirals for determination on eligibility and thereby penalty.

3. A. Regatta Conditions

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

C. Committees
The host country will provide the required committees to conduct the regatta.

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

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

F. Standing rigging and running rigging
With the exception of the backstay, tuning of the standing rigging during the regatta will not be allowed. The boats must be raced in the condition provided by the owner and the technical committee. Sheets, sheeting systems, cleats, barber hauls, battens etc. shall not be changed or modified by the competitors. Violation of this will be protested and reported and may result in disqualification from this race or the whole IKC series.

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

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

I. Crew Limits
The crew number shall be no less than three and no more than four, including the skipper. The crew number and members must be the same in all races. No member of the crew shall be substituted unless a written permission is obtained from the Race Committee the day before the race, or in case of acute illness, as soon as possible. A skipper must be replaced with a crewmember.

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

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

New paragraph to RSS 62.1:

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

To request redress, the boat must display a yellow flag conspicuously in her rigging at the first reasonable opportunity after the breakdown, and shall keep it displayed until acknowledged by the Race Committee. This is a change of RRS 60 + 62. The boat must file a written request in accordance with RRS 62.2.

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

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

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

b) points equal to the average, to the nearest tenth of a point (0.05 to be rounded upward), scored by the skipper
   i) in races in the same boat; or
   ii) in races before the race in question; or
   iii) in all the races in the series except the race in question.

c) The average of points scored by the boat in all races, except the race in question, added by the average of all points scored by the skipper in all races except the race in question, divided by two, to the nearest tenth of a point (0.05 to be rounded upward), viz.:
   (average boat score) + (average skipper score)
   2

L. Protest committee
The members of the protest committee shall be able and qualified people.
The host country can provide a complete protest committee (minimum three members),
The visiting countries may appoint substituting or additional members.

4. A. Trophy
The winner of the regatta shall be presented the perpetual International Knarr Championship Trophy.

B. It shall be the responsibility of the winner to keep the trophy safe and insured for replacement value. The winner shall also be responsible for delivering the trophy in the next host country in time for the next Championship regatta.

5. A. Miscellaneous Provisions.
In the event the Knarr class expands to other countries, such countries shall have the right to compete for the Championship when eligibility for membership of the International Knarr Association has been achieved. Fitting other countries into the rotation is to be decided by the Executive committee of the IKA.
B. If the country next in line to hold the Championship declines to sponsor the event, the responsibility for sponsoring it shall pass to the next country in line.

C. Should the interest in the Knarr class wither, and no Championship be held for three consecutive years, the trophy shall become the property of the National Knarr Association of the country whose representatives have won it the most times. If a tie exists, the trophy shall belong to that country, whose representative won it most recently.

6. Deed of Trust.
Amendments or changes to this Deed of Trust may be effected only by two-thirds vote of the members of the IKA, each member casting one vote. In the event Germany becomes eligible to host the IKC as provided in Rule 1, changes to this Deed of Trust may be effected by a majority vote of the members of the IKA, each casting one vote, beginning in the first year following an IKC hosted by Germany.

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Appendix


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

Fyns Serviceudlejning er totalleverandør af et stort udvalg af service og udstyr til fester og events.

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Vi udlejer bl.a. service, borde og stole, telte, bar- og lounge-miljøer samt storkøkkenudstyr. Og vi leverer naturligvis over hele landet alle dage – også helligdage og weekender.

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Bjarke Ingels: A Cartoonist Architect?

By Nicolai Lassen

Bjarke Ingels started out as a young man, who dreamed of making comics as his way of living. In 2015, the New York Times wrote about Bjarke Ingels: “The most important architect you’ve never heard of.” The following year, the young Danish architect was listed by Time Magazine as one of the world’s 100 most influential people.

Before Bjarke Ingels turned 40, he packed his stuff and moved to New York to design one of the replacements for Manhattan’s iconic twin towers: “Two World Trade Center”. As the ultimate recognition, he and his architect’s office BIG (Bjarke Ingels Group) was given the task to design the last of the four buildings replacing the twin towers that fell on September 11, 2001. The building will be completed in 2021 prior to the 20th anniversary of the terrorist attack, and it will be as high as 408 meters – the tallest building in New York.

His career is a wonderful journey from being an innovative architect in Denmark, with buildings like “Amager Bakke” and “Museet for Søfart” (Maritime Museum) on the CV, to international career highlights so far with buildings like “Two World Trade Center” and “VIA 57 West”, the triangular skyscraper on Upper West Side. BIG is recognized as Google’s house architect, both their headquarters at Mountainview in California and the new European headquarters in London.

“VIA 57 West” is a residential property located on the banks of Hudson River. Formerly, an area not considered particularly attractive to live in because of previous industrial pollution. But as it gradually happens in many places, polluting industries disappear from the cities, and upper-middle-class residents move in. “VIA 57 West” is quite remarkable with its sharp angles and a construction as if a piece of the house has been cut out. It is also very different from a conventional skyscraper in Manhattan. Apartments like one of the points.

Those renting an apartment in “VIA 57 West”, meet a new interpretation of the Danish building heritage, already praised in a number of BIG’s Copenhagen housing projects — “the Figure 8” and “the VM-houses” (the award-winning houses formed like a V and an M) in the city’s newer district of Amager. The apartments in “VIA 57 West” are not big, but like in the VM-houses, the windows of the 709 homes are optimally located with a marvellous view over the river as well as catching the daylight which is so important to Bjarke Ingels.

Photo: Council on Tall Buildings and Urban Habitat
In 2001 Ingels started with a small office. Today Bjarke Ingels Group (BIG) has developed into a company with satellite offices employing a total of 450 architects worldwide. “Of course, we need to respond to the immediate needs of the customer, but we also have to get under the skin and identify some issues that no-one has pointed out,” answers Bjarke Ingels to the question of what separates BIG from other recognized architects around the world.

A very fresh example is “Amagerforbrænding”, a waste-to-energy plant with multiple purposes that sets new standards for environmental performance, energy production and waste treatment. Innovative technology and architecture integrate to form a future in which waste-to-energy plants are welcomed in any backyard. It provides electricity and heating to 140,000 households. The roof of the building also includes one of Bjarke Ingels’ visions – The Urban Mountain, “CopenHill”.

The name of Copenhagen’s new international landmark - 85 meters high. Here you can go skiing, jogging, hiking, climbing, training, all with a unique view over Copenhagen and the Øresund. Enjoy a good dinner in the restaurant at the top and get the “after-skiing” atmosphere in the skiing centre at the foot of the hill. Prior to the opening of CopenHill, many politicians and other architects were very sceptical of the project. Bjarke Ingels and BIG really stood for beatings and the project was hailed down. Alone the fact that a public company should be involved with the project was a thorn in the eyes of many opinioners. Bjarke Ingels and his team stuck to their plans, and the power plant is now running at full capacity. CopenHill opens in 2018.

As a result of all the ballads, Bjarke Ingels returned to New York. Some old architects considered Bjarke a bit of a cartoonist. That BIG is also successful, does not make the mood better. Don’t even think that you are different – just because you are Bjarke Ingels. The successful ones are being grounded rather than celebrated. Danish mediocrity at its worst. The consolation is that Bjarke Ingels is not the only one who feels the “Janteloven”, we are many who have tasted the consequence. But Bjarke Ingels is a star - showing his talent on the big international scene.
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En virksomhed med næsten 190 år på bagen er ikke hverdagskost i dansk erhvervsliv – og slet ikke når man under hele forløbet har været og stadig er ikke blot 100% familieejet, men til og med også på danske hænder!
There seems to be no apparent evidence that the Royal Danish family, headed by H.M. Queen Margrethe 2nd of Denmark, should be related to “Prince Hamlet of Denmark”. Strange really, for the good prince is the most famous of them all and an indispensable salesman for the tourist organization “Visit Denmark”.

The English dramatist and actor William Shakespeare (1564-1616), born in Stratford-on-Avon in the middle of England and son of a wealthy merchant, had borrowed as much material as he could when he wrote the drama, first published in 1601. Hamlet stems from a Danish hero named Amled, said to have been a son of a King, according to both Danish and French sources. William Shakespeare elaborated on the story, created the drama and put an “H” in front of the name. “Amled” in 1603. Then “Hamlet” was born and Shakespeare’s fame was reinforced and immortalized.

It is on stage that the drama is renowned as one of Europe’s major tragedies with one of the most interpreted and most prestigious title roles such as Hamlet, and the so-called replica: “To be or not to be, that is the question”.

The action is staged at Helsingør (Elsinore), within the royal castle of “Kronborg”. In the first half of the play, Hamlet is called home because of his father’s sudden death. Here he finds out that his father has been assassinated by his own brother Claudius, who has now taken over the throne and married widow Queen Gertrude - Hamlet’s mother. The Prince meets his father’s ghost, demanding his son to seek revenge. Hamlet himself is upset as he explores the possibilities and an opportunity to avenge the murder of his father. He seeks evidence of the crime, especially by letting King Claudius attend the performance of an act which action resembles the committed murder very precisely.
From that moment, both the murderer Claudius and the revenge Hamlet know that there is no room for both of them here on earth. Their brutal and bloody battle on life and death is spelt out in the final part of the play that ends tragically with all the dead bodies on stage. No drama without women, “Hamlet” has two popular female roles: Hamlet’s girlfriend, Ophelia, whom he bitterly rejects, after which she becomes insane and drowns herself in Øresund. Hamlet’s mother, Queen Gertrude, the probably real traitor behind the murder of Hamlet’s father. Hamlet blasphemes her violently for her new relationship with his father’s brother.

Why Shakespeare chose Kronborg and the Danish Royalty as the focal points for his most famous play, one can only guess today. Shakespeare probably never visited Denmark, wherefore he has almost certainly never seen Kronborg. On the other hand, he must have heard about Kronborg, as the castle was famous throughout Europe for its splendour and its great parties. For connoisseurs of good style, Kronborg was the latest fashion in the era of architecture. Denmark was a major power in Europe at that time. One of the purposes of the castle was to impress and it succeeded.

In the 62-meter long dance hall in the southern part of Kronborg, the largest at the time in northern Europe, sumptuous parties with music were held, with dancing and “intermingling”. William Shakespeare had two actor colleagues, William Kempe and George Bryan, who were employed at Kronborg. They have undoubtedly witnessed some of these parties during the bright summer months while they were on King Frederik II’s payroll.

Shakespeare has to a large degree been able to use the life at the Royal Danish court as a scenario for his play, where it is part of the act that Hamlet becomes disgusted that his mother and her new husband are being celebrated at the castle merely two months after his father, the king, has been brutally murdered.

On Lay Day you can enter into Hamlet’s world

During summer of 2018 Hamlet, his friends and enemies have again moved into the castle. As an audience, you will not only be able to experience the everyday life of the characters but also be witnessing their tragic destiny when they resort to weapons or just poison each other. You will be shown around the castle, walking in the middle of Hamlet’s world, with drama, desire, lust, poison and endless fighting. Enjoy.
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In Paris, you can take your newly purchased baguette over the Seine via 37 different bridges, while in Copenhagen harbour you have for centuries had to cross the water via two heavily congested bridges - Knippelsbro and Langebro. The city was really divided into two, and for the soft road users difficult to get to and from.

What does a new bridge mean for a city like Copenhagen? “A lot of things,” says Copenhagen City Architect, Tina Saaby. “A new bridge changes the traffic flow, and with the seven new bridges opened in recent years, the traffic flow in the city has changed completely. If you take a map of the harbour, there are obviously quite natural traffic lines that have been cut through for the benefit of the citizens of Copenhagen. “The idea that there should be more bridges in Copenhagen is almost as old as the city, yet for centuries bridge building has been very limited.

With its excellent location at the coastline, Copenhagen grew to become a distinct port city where merchant ships transported goods all the way into the heart of the city. And, as you know, large schooners and bridges are not the most obvious mix. Over the last 20 years, Copenhagen’s harbour has changed character from being an industrial habitation to an attractive residential area, and as the volume of sailing ships has decreased, the possibilities for bridge construction have grown.

The idea to build several new bridges over the inner harbour came to light again when Copenhagen as a gift from The A.P. Møller Foundation was given an opera house on the eastern side of the harbour and built a new playhouse on the west side, both in the most central part of Copenhagen harbour. “Bridges create completely different dynamics and mobility. Suddenly, areas that were previously peripheral, have now become very central in urban life,” says the city architect, who is the chief administrative officer for the city development in Copenhagen, a lady with very great powers, also in relation to the politicians at the Town Hall.

By Nicolai Lassen

Photo: Morten Jerichau
Copenhagen is known as the world's best bike city and a showcase for Danish architecture, design and gastronomy. But first and foremost, Copenhagen is a nice place to live in, and the city has a versatile and vibrant life that strengthens the city's international reputation and attracts tourists from all over the world. The development of Copenhagen Harbour from an industrial port to a vibrant city space is the result of the City Architects' long-term planning for more than 40 years.

When ideas about new bridges were presented, massive protests were conveyed by sailors, as the new bridges were only to be opened at certain times of the day. The fear was that the port would slowly be without sailboats - new and old. The fears are still contradicted by the city architect: “Copenhagen will continue to have marine life and sailing boats right down to the South Harbour. I do not think anyone disagrees with the importance of the life sailboats give to port. It is a big gain for the city”. Tina Saaby is now also openly admitting: “The bridges, of course, hamper the sailors to a certain extent, but the boats are now in minority compared to the many thousands of cyclists who use the city's new connections over the harbour daily.”

The new bridges are exclusively for cyclists and pedestrians, thus a clear prioritisation of the city's soft road users. Every day, the Copenhageners cycle a total stretch corresponding to twice the distance to the moon - and back again. Knippelsbro, one of the old bridges crossing the harbour, is the world's most used bicycled bridge with 41,400 cyclists on a normal day - summer and winter - equivalent to every 7th citizen in the city crossing the bridge daily.

The many new bridges created “Havneringen”, (a ring route around the harbour) a coherent and unique new route around the entire inner harbour of Copenhagen. A 13 km long walking, running and cycling route that leads you through beautiful scenery, historic attractions, everyday life and hidden areas, where new neighbourhoods pop up. The route is filled with contrasts that help define Copenhagen as a lively city.
Herlufsholm Skole og Kostskole


Herlufsholm vil gerne anspore eleverne til at prøve kræfter med sig selv. Derfor har skolen et rigt fritidsprogram, mulighed for udveksling og konference samt deltægelse i den omfattende Duke of Edinburgh International Award.

En kostskole med fokus på nærhed og kammeratsskab

Herlufsholm Kostskole er opdelt i 9 elevgårde, hvor eleverne bor i mindre grupper sammen med en sovesalslærer og dennes familie. Det giver et nært, familiært forhold og er med til at skabe stærke venskaber, der for mange elevers vedkommende varer livet ud.

Grundskolen: Tryghed og fagligt fundament

Når eleverne starter i grundskolen på Herlufsholm i 6. klasse, kommer de fra mange forskellige baggrunde og skoler. Derfor har indskolingsforløbet fokus på omsorg, læringsmiljø og samvær for derigennem at skabe fundamentet for den bedst mulige start. I 7.-9. klasse sættes fagligheden i centrum, og eleverne klædes bedst muligt på gennem undervisning og personlig udvikling, så de kan planlægge og administrere deres studieliv selvstændigt. For de elever, som ønsker et ekstra år tilbyder Herlufsholm både en gymnasielærer som forløb til en international 10. klasse.

Gymnasiet/STX: Uddannelse og personlig udvikling

Gymnasiets fagsættet går i højsejdet. Her får eleverne de studiekompetencer, der kræves på videregående uddannelser i Danmark og udlandet. Alle elever tildeles en mentor blandt deres lærere, som understøtter deres faglige og personlige udvikling løbende. For de særligt ambitiøse har Herlufsholm studieretningen Samfund & Business.

Internationale uddannelser: En fremtid i udlandet

For de elever med et internationalt udsyn, tilbyder Herlufsholm Pre-IB og IB Diploma. IB Diploma uddannelsen er et to-årigt universitetsforberedende program, der er internationalt anerkendt, og hvor der ude- lukkende undervises på engelsk. Forberedelse hertil udbydes Pre-IB, som giver eleverne klar til den meget krævende IB-uddannelse ved at styrke elevernes refleksive og faglige evner.

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Copenhagen: The City of Bicycles

It pays off to invest in cyclists, the citizens of Copenhagen save time taking their bikes through town and at the same time enjoy the ride instead of sitting in a traffic jam. Aside from benefitting the economy, the bridges likewise boost the branding of Copenhagen, as “The City of Bicycles” around the globe.

A survey conducted by the tourist organisation “Wonderful Copenhagen” reveals that 52 per cent out of 700 tourists answered that the bicycle culture is amongst the main reasons they chose Copenhagen for the holiday trip. The bridges are iconic for the cyclists, as the primary way of transport through town.

By Nicolai Lassen
Here are the four most iconic bridges:

**"Inderhavnbro" (the Inner Harbour Bridge) - 180 Meters**

With a strategic location between Nyhavn and Holmen, the "Inderhavnbroen" will indeed make Holmen particularly attractive for visitors and residents. This bridge also conveniently connects the Opera House with the inner City of Copenhagen. The bridge is a rather rare construction, when open for passage by ships the part in the middle slides into another part closer to shore.

**Olafur Eliasson’s bridge also named the “Cirkelbroen”**

Created by the Danish-Icelandic designer Olafur Eliasson, this bridge is a living sculpture, “Cirkelbroen” is located at Christianshavn, at the southwestern end of Christianshavns Kanal facing “Den sorte Diamant” (The Black Diamond), housing the Royal Bibliotic.

**“Cykelslangen”**

“Cykelslangen” (meaning the inner tube of a bicycle tyre), connecting Dybbelsbro with Havnelomlen, designed by Dissing+Weitling Architects.

At first-floor level the bridge turns with its soft swings, light construction, and its characteristic orange pavement, giving identity to previous unrelated urban spaces behind the shopping centre “Fisketorvet”, and the old industrial quarters on Amager.

**Trangravbroen x 3**

100 meters from the “Inderhavnbroen” we find the “Trangravbroen” consisting of three parts, two of them are regularly being opened, and free of charge for sailors passing through.

It leads over “Trangraven” a canal located at the northeastern end of Christianshavn Kanal.
June 12th, 1918, is a key date for Peter Nielsen, a young electrician in a small town, Skovshoved, a few miles north of Copenhagen. He has just quit his job at NESA, a company powering a greater part of Northern Sealand. Peter and his elder brother are both employed at NESA, but young Peter has other plans for the future. He decides, together with his wife Anna, to be independent. She runs a small shop, selling soap and perfumes, but their decision appears to be the right one.

In 1918 electricity was quite new in Denmark. But the founder of the later SIF Gruppen was convinced, that electricity was essential for development. And he was familiar with taking any challenge, whatsoever, being educated at AEG and Union in Berlin. Furthermore, he had worked several years constructing the world’s first power plant with alternating current in Skovshoved.

This spirit of pioneering was the main driving force in what later became the SIF Gruppen. In the early 1920’s development went slowly but steady. In most households, just one simple socket was placed in every room. And at that time Peter and his employees had to use the bicycle to get to their customers.

Nevertheless, the technological development at that time helped Peter. The first vacuum cleaners from the Danish manufacturer Nilfisk began to appear in average households. The famous PH-lamp, designed by the architect Poul Henningsen, was sold for the first time in 1925. The same year citizens in the Danish capital of Copenhagen witnessed the installation of the first traffic light, installed by Peter and his employees. Later traffic lights became a major activity for the company.

The activities of most Danish enterprises and businesses went slowly during World War II and the German occupation of Denmark 1940-1945. But soon after, and with the financial support of the American Marshall-help to countries throughout Europe, evolution began.

The son of the founder, Willi, educated in the company in 1934, became business-partner in 1934, and after a few years - when the founder died in 1949 - he became the director. During his management, the first service-vehicles began to drive all over the capital - and later all over Zealand.

Willi resigned and handed over the command to his son, the 3rd generation, Peter. Born 1944 and educated in the company in 1963, he has ever since been known as Peter ”SIF” Nielsen. At this moment the company begins expanding. The family-owned company now offers shares to employees, and during the next decades, a great deal of smaller companies are being incorporated, either by natural merger or by acquisition.

The SIF Gruppen is at this moment a large company, offering services within electricity, security and IT, and among customers you find private and public companies as well as private households.

Today Peter ”SIF” Nielsen is a board member and has handed over the CEO responsibilities to director Lars Mejlbys, who started as an apprentice in the company more than 25 years ago.

Peter ”SIF” Nielsen says today: »I am the person to blame for all mistakes in the past. All the successes are due to the dedicated staff«. And he adds - with his well-known ironic smile: »But I was the one who picked the team.«
SIF Gruppen has more than 150 service-vehicles and more than 300 employees working hard 24-7-365 to fulfill the demands of an increasing number of customers.
The ultimate Knarr-book: "It's not the Game, but the way it is played"

50 years’ IKC-history, 75 years with the Knarr as a lifestyle.  
300 pages in English in large format filled with photos and lots of good stories.

Read about:
- Morten Heldal Haugerud (NO) and Henrik Søderlund (DK): “IKC is unique in the sports world”
- Pomp, circumstance and one great idea
- The Perpetual Georg v. Erpecom Trophy
- How it all started 1965-1969
- In the nineties: Denmark 7, rest of the world 3
- Not really interested in the Knarr….
- “Big” Mike (US) – A rare sort of hedonist
- Nobody can feel safe - everyone can win
- Perkins vs. Perkins
- The “young” generation
- If we say we do it – we do it!
- Tales from the engine room
- Børresen and the boat
- The cradle stood in Grimseykilen
- Two broken masts as the eyepopener
- Norway: An aluminium mast made of wood
- Mr. Knarr of Norway
- “I’ve got an idea: Let’s kidnap the prince consort’s dog”
- Knarr in Norwegian
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Buy the book at the Knarr Village or order on www.knarr.dk/forms/bestil-knarr-ikc-50-bog
or send an e-mail to the Danish Knarr-secretary perflemming.pc@gmail.com.

Price: DKK 875 incl. VAT, excl. delivery.
SAILING INSTRUCTIONS

50th International Knarr Championship

AUGUST 4th - 11th 2018
Organizing Authority
The Royal Danish Yacht Club
and
The Danish Knarr Association
Skovshoved, DENMARK

1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing 2017-2020 except as changed by these sailing instructions.

1.2 No National Authority prescriptions will apply.

1.3 Furthermore, the following rules will apply:

   The prescription of the Deed of Trust of the International Knarr Championship (IKC) unless modified by these Sailing Instructions.

1.4 Racing rule(s) will be changed as follows:

   Part 4 preamble is changed. See instruction 4.3
   Rule A4 is changed. See instruction 16.2
   Rule 44.1 is changed. See instruction 15.1
   Rule 44.2 is changed. See instruction 15.2
   Rule 62.1(a) is changed. See instruction 2, 3, 12.3 and 16.1
   Rule 35, A4 and A5 are changed. See instruction 12.4 and 16.2
   Rules 61.3 and 62.2 are changed. See instruction 17.2
   Rule 61.1 (b) is changed. See instruction 17.4
   Rule 60.1(a) is changed. See instruction 15.3 and 17.5
   Rule 60 and 62 is changed. See instruction 17.6

2.1 Notices to competitors will be posted on the official notice board at the KDY pavilion in the northern part of the harbor.

2.2 Any question 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.

2.3 The race committee may broadcast race information on VHF radio before and during each race. Failure of such information to be given or received, or the order in which OCSs calls are broadcasted, shall not be grounds for redress, except when a request for redress under this instruction is initiated by the race committee or the jury. This changes rule 62.1.

2.4 The regatta VHF channel will be displayed on the official notice board.

3.1 Any change to the sailing instructions will be posted on the official notice board before 08:00 hours on the day it will take effect, except that any change to the schedule of races will be posted by 18:00 hours on the day before it will take effect.

4.1 Signals made ashore will be displayed at the signal mast located to the east in front of the Clubhouse.

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

4.3 When flag Y is displayed ashore, rule 40 always applies while afloat. This changes the Part 4 preamble.

5.1 Schedule of races and warning signals:

<table>
<thead>
<tr>
<th>Day</th>
<th>Date</th>
<th>Schedule</th>
<th>Warning</th>
<th>Note</th>
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<tr>
<td>Saturday</td>
<td>4 AUG 2018</td>
<td>Registration from 15:00 to 18:00</td>
<td>09:00</td>
<td></td>
</tr>
<tr>
<td>Sunday</td>
<td>5 AUG 2018</td>
<td>Welcome Ceremony, Draw of yachts, Skippers meeting</td>
<td>12:55 first warning</td>
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<tr>
<td></td>
<td></td>
<td>Tune-up race</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Monday</td>
<td>6 AUG 2018</td>
<td>Three (3) races scheduled 10:55 first warning</td>
<td></td>
<td></td>
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<tr>
<td>Tuesday</td>
<td>7 AUG 2018</td>
<td>Three (3) races scheduled 09:55 first warning</td>
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<td>Lay day</td>
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<tr>
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<td>9 AUG 2018</td>
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</tr>
<tr>
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<td>Three (3) races scheduled 09:55 first warning</td>
<td></td>
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</tr>
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<td>Saturday</td>
<td>11 AUG 2018</td>
<td>Three (3) races scheduled 09:55 first warning</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.2 When more than one race is scheduled on the same date, the succeeding race will be started as soon as is practical after the finish of the preceding race.

5.3 The Lay day will not be used for racing.

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

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

5.6 No boats may leave the harbor prior to 90 minutes before the scheduled first warning signal.

5.7 After finishing the racing each day, the boats must sail directly back to the harbor and to their assigned berths.
6 DRAW OF BOATS
6.1 Per Deed of Trust article 3(E), competitors shall 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.
6.2 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.

7 CLASS FLAGS
Class flag will be the Knarr Flag.

8 RACING AREAS
Attachment A shows the location of the racing area, which will be 1.0 – 3.0 NM northeast or east of Skovshoved Harbor.

9 THE COURSES
9.1 The diagram in Attachment B shows the course, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left. Course side are shown by pennant 1 or 2 on the race committee signal boat.
9.2 No later than at the warning signal, the race committee signal boat will display the approximate compass bearing of the first leg. Failure to do so shall not be grounds for redress.

10 MARKS
10.1 Marks 1, 3a and 3b will be inflatable yellow cylindrical buoys. Mark 2 will be a staff buoy with orange flag.
10.2 The starboard end starting mark will be the race committee signal boat together with an inflated buoy attached to the race committee signal boat.
10.3 The port end starting mark will be a staff buoy with an orange flag.
10.4 The finishing marks will be a staff buoy with a blue flag and the race committee signal boat with a blue flag.
10.5 When a mark or buoy is laid near the race committee signal boat approximately on the starting line, it is a starting limit mark that shall be left on the same side as the nearby race committee signal boat.

11 AREAS THAT ARE OBSTRUCTIONS
Areas of obstructions (if any) will be posted at the official notice board.
12 THE START
12.1 Races will be started by using rule 26 with the following amendment:

To alert boats that a race is about to be started, at least 4 minutes before the first warning signal, the orange flags will be set on the race committee signal boat and on the pin-end mark with one sound.

12.2 The starting line will be between the marks described in SI 10.2 and 10.3.

12.3 If any part of a boat’s hull, crew or equipment is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to broadcast her sail number on VHF radio. Failure of the race committee to make this broadcast will not be grounds for redress. This changes rule 62.1 (a).

12.4 A boat starting later than 5 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes rule A4, A5 and 63.1.

13 CHANGE OF THE NEXT LEG OF THE COURSE

To change the next leg of the course, the race committee will either lay a new mark (or move the finishing line) or move the original mark.

14 THE FINISH
14.1 The finishing line will be between blue flags on the finishing marks.

14.2 Flag H displayed on the race committee signal boat at the finishing line signals: “No more races today. Sail to the harbor.”

15 PENALTY SYSTEM
15.1 Rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty unless she may have broken a rule of Part 2 while racing within the zone of a round mark or finishing mark, in which case the Penalty shall be a Two-Turns Penalty.

15.2 Rule 44.2 is changed so the Penalty taken at Mark 1 or Mark 2 can be postponed until after rounding Mark 2.

15.3 If any collision occurs protest shall always be given regardless of the use of alternative penalty. This changes rules 44.1 and 60.1 a

16 TIME LIMITS, TARGET TIMES AND WIND SPEED
16.1 Time limits and target times are as follows:

Time limit: Mark 1 time limit: Target time:
120 minute 30 minutes 60 minutes

If no boat has passed Mark 1 within the Mark 1 time limit the race will be abandoned. Failure to meet the target time will not be grounds for redress. This changes rule 62.1(a).

16.2 Boats failing to finish within 30 minutes after the first boat sails the course and finishes will be scored Did Not Finish (DNF) without a hearing. This changes rules 35, A4 and A5.
16.3 There will be no start if the wind measured on the race committee signal boat is below 2 meter/sec or above 12 meter/sec. (as average over 5 minutes).

16.4 The Race is being cancelled, if the mean wind on the race committee signal boat is measured above 12 meter/sec for a period of more than 10 minutes.

17 PROTESTS AND REQUESTS FOR REDRESS
17.1 Protest forms are available at the race office. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.

17.2 The protest time limit is 90 minutes after the last boat has finished the last race of the day. The same time limit applies to protests by the race committee and the protest committee and to requests for redress. This change rules 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. The notice will include scheduled starting time of the hearings. Hearings will be held in the protest room, located at regatta office.

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

17.5 Breaches of instructions 5.5, 5.6, 5.7, 19, 22, 24, 25, 26, 27, 28 and 32 will not be grounds for a protest by a boat. This changes rule 60.1(a). Penalties for these breaches may be less than disqualification if the protest committee so decides. The scoring abbreviation for a discretionary penalty imposed under this instruction will be DPI.

17.6 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.

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. This is a change of rule 60 and 62. The boat must file a written protest in accordance with rule 60 after returning to harbor.

18 SCORING
18.1 15 races are scheduled.

18.2 Four races are required to be completed to constitute a Championship.

18.3 The Low Point scoring system of RRS Appendix A, as changed below, shall apply:

(a) When fewer than six (6) races have been completed, a team’s series score will be the total of its race scores. This changes rule A2.

(b) When 6 - 8 races have been completed, a teams’ series score will be the total of her race scores excluding her worst score.
(c) When 9 - 12 races have been completed, a team’s series score will be the total of her race scores excluding her two worst scores.

(d) When 13 or more races have been completed, a team’s series score will be a total of her race scores excluding her three worst scores.

18.2 In the event of a breakdown, and when special consideration is requested in accordance with SI 17.8, 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 (knarrenesdesign.com). This changes rule A4.

19 SAFETY REGULATIONS
A boat that retires from a race shall notify the race committee as soon as possible and if possible display her nation’s flag.

20 REPLACEMENT OF CREW OR EQUIPMENT
20.1 The crew number and members must be the same in all races. No member of the crew shall be substituted unless a written permission is obtained from the Race Committee the day before the race, or in case of acute illness, as soon as possible.

20.2 Substitution of damaged or lost equipment will not be allowed unless authorized by the race committee.

21 EQUIPMENT AND MEASUREMENT CHECKS
A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by a race committee equipment inspector or measurer to proceed immediately to a designated area for inspection.

22 ADVERTISING
The Organizing Authority may require that boats display advertising from the main event sponsors (stickers and flags, ISAF Regulation 20 apply).

23 OFFICIAL BOATS
Official boats may display the KDY burgee.

24 SUPPORT BOATS
Team leaders, coaches and other support personnel shall stay at least 50 meters away from any racing boat and the starting area from the time of the preparatory signal for the to start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.

25 TRASH DISPOSAL
Boats shall not put trash in the water. Trash may be placed aboard support and race committee boats.
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 DIVING EQUIPMENT AND PLASTIC POOLS
Underwater breathing apparatus and plastic pools or their equivalent shall not be used around keelboats during the regatta. Nobody other than the organizing authority can clean any boat any time during the dates of the regatta.

28 RADIO COMMUNICATION AND NAVIGATION DEVICES
28.1 Except in an emergency, 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 race committee may not acknowledge any radio transmission except in the case of an emergency and shall not enter into any dialogue with competitors.
28.3 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 tracking prompt and have a timer are permitted.

29 PRIZES
29.1 Prizes 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 take-home trophy.
(b) The top skipper at the conclusion on Tuesday will receive the Georg von Erpecom Perpetual Trophy, which may be retained until the next championship.
(c) Other awards may be presented
29.2 Overall prizes will be awarded at the Awards Dinner on Saturday, August 11, 2018.

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
Each participating boat shall be insured by the organisers with valid third-party liability insurance.
In the event that a boat and/or equipment is lost and/or damaged each participating skipper, regardless of fault agree to pay a deductible to the Danish Knarr Admiralty of DKK 5,000 per occurrence. Each participating skipper must pay this deductible for each occurrence before he may use a boat in a subsequent race day.

32 OTHER INFORMATION TO COMPETITORS
32.1 BOAT LOGBOOK
(a) Competitors shall report any damage or loss of equipment to the Technical Committee representative (the Danish skipper in charge of that boat) immediately after securing the boat ashore.
(b) Each boat is provided a logbook by the race committee for boat condition statements. It is the responsibility of the skipper of the boat that the boat’s logbook is updated according to section c and d below.
(c) Any breakdown of gear, loss of equipment or damage, however slight, whether materially affecting the boat’s performance or not, must be stated in the logbook and reported to the Technical Committee representative immediately after returning to the harbor, and before handing over the boat to the next skipper.
(d) The logbook shall be signed by the skipper and by the Technical Committee representative.

32.2 NATIONS FLAG
A racing boat shall not display her nation’s flag while racing.

Head of Race Committee: Lars Iwe, Royal Danish Sailing Club
Principal Race Officer: Henrik Paulsen, KDY
Attachment A: Racing Area

Attachment B: The Knarr course shown with Port rounding

Course
1 Port rounding: Start – 1p – 2p – gate 3a/3b – 1p – 2p – finish
2 Starboard rounding: Start – 1s – 2s – gate 3a/3b – 1s – 2s – finish

Pennant 1
Pennant 2
Emilie Thomsen grew up sailing Knarr every summer for many years with her family: “I got to see almost every coastal part of Denmark from the sea. During several IKCs, I have visited the Knarr Village in Skovshoved, just as I went to the IKC in San Francisco in 2007 as a tourist – I am still missing to experience a Norwegian IKC.”

“My father asked if I would give this year’s IKC-logo a graphic shot. I have always been interested in graphics and aesthetics”. Emilie works with graphic design in her everyday life, and she did a graphic design course at high school. But she also graduated with a master’s degree in Business Communication from Copenhagen Business School.

“I recently learned that my father was one of the people behind the very cool IKC logo in 1994, so I am proud to carry on the family tradition.

How was the process of developing your IKC 2018 logo?

“It started one winter evening in my parents’ sofa. I knew I wanted the logo to contain symbols that could easily relate to the traditional IKC and the Knarr, e.g. the blue ring, which I think is really classic and beautiful. Also, the fact that it was the 50th IKC to take place in Copenhagen should be an essential part of the logo.”

I began with the Knarr ring, and it seemed obvious that it should be the zero in the number “50”. The shape of the ‘5’ is likewise based on the same ring, but in a thinner stroke. I used the official font of the Knarr logo applied to the “Deed of Trust” and elsewhere and found a pretty close match.

The Knarr-blue colour of the ring should be the centre of attention. I tried several colours for the other elements but really wanted to focus on the red, blue and white/black, with the Knarr-blue being the standout – representing the original symbol of the Knarr and the location of this year’s IKC.

Emilie Thomsen: “I’m proud to carry on the family tradition”
Bådforsikring som er lige så unik som din båd

Vi ved, at hver kunde og hvert sejladsområde stiller individuelle krav. Om du har motorbåd eller sejlbåd, så er vores forsikringsløsninger skræddersyet efter dine behov. Find ud af, hvorfor 100.000 andre bådejere har tillid til os at få et uforgiftende tilbud.

DO THE TALKING

lassen:
Less talk, more action

nicolai@nlassen.dk
IKC Clothing

Further details and prices on www.knarr.dk/IKC50Merchandise and at the Knarr Village.

IKC50 NAVY JACKET

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IKC50 MEN’S POLO

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IKC50 MEN’S SHORTS

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IKC50 MEN’S SHIRT

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IKC50 Women’s Soft Shell Jacket

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IKC50 Women’s Knitwear/Shirt

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IKC50 Women’s Shorts

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IKC50 CAPS

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Notice - also available in color RED.
Kunst skabt på danske råvarer

4 eller 4.000 kuverter?
På hvilket som helst lokalitet
Du bestemmer

De 4 årstider
Steen Nielsen

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Summerhouse Ordrup Næs, Denmark 2017

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