



EVENT MANUAL

EDITION 2018

This edition was developed by the 2018 Event Committee and it's chairman, Diarmaid Murphy. It is based on previous editions that were developed over the years by many event committee members of various nations. We are very grateful to them for their contributions and efforts.

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THE CONTEST

VALUES

The Atlantic Challenge seeks encourage and stimulate:

- ✓ Personal development through challenge
- ✓ Perseverance and self-reliance
- ✓ Initiative and creativity
- ✓ Community building and social responsibility
- ✓ The spirit of adventure
- ✓ Fitness of mind and body
- ✓ Vocational, cultural and social life skills
- ✓ International understanding and awareness
- ✓ Interest in local and global maritime heritage

AWARDS

✓ **The Atlantic Challenge Trophy**

is the ultimate accolade that can be sought within the biennial International Contest of Seamanship. The trophy is awarded to the team that finishes in first place after collective competition in Rowing, Sailing, Oars and Sail, Jackstay Transfer, Passage Race, Ropework, Navigation, Man-Overboard and Slalom has been completed. To earn the Atlantic Challenge Trophy a team must display commitment, skill, accuracy, endurance and dedication at the highest of levels.

✓ **The Lance Lee Trophy**

recognizes the unceasing work and commitment that has been offered to Atlantic Challenge by Lance Lee. This Trophy is awarded to the best performing gig in the L'Esprit, Captain's Gig events and the Fair Play trophy. The L'Esprit in particular requires that people of many nations must come together and work together to achieve a common goal. This aim is one that lies at the heart of the Atlantic Challenge.

✓ **The Spirit of Atlantic Challenge**

is voted on by the participating crews in each International Contest of Seamanship. It is not a popularity contest, but an opportunity for individual crew members to express their opinion as to which team, in their view, most embodies the Spirit of Atlantic Challenge.

AWARDS

✓ **The John Kerr Award for Seamanship**

commemorates the life and work of John Kerr, the founder and inspiration behind the Atlantic Challenge movement within the United Kingdom. The award is given to the team that consistently displays the highest standard of seamanship, a quality that John particularly valued, over the duration of the contest.

The award is decided upon by the members of the events committee and their decision is based on their observation of the teams during the contest, both while engaged in competition and when simply training and practicing. Good seamanship is at the core of the Atlantic Challenge movement and this award should be considered the ultimate recognition of this quality.

✓ **Fair Play Award**

For a team or an individual who shows outstanding sportsmanship. This award was instigated by Joe Kelly during his time on the events committee.

THE EVENTS COMMITTEE

- ✓ The events committee is made up of volunteers who have substantial experience in handling Bantry Bay Gigs and have a good knowledge of the workings of Atlantic Challenge Events and rules
- ✓ There are between six and nine members from over five countries
- ✓ The events committee will make every effort to be fair and will operate as one as often as possible; major decisions will be undertaken as a committee
- ✓ Any changes to schedule, scoring, courses, penalties, disqualifications “protests” should be reviewed by the whole committee
- ✓ Judges, particularly on the water, will always operate in pairs and never judge their own team
- ✓ Two judges of the same country will never adjudicate together

DUTIES

- ✓ To ensure that all crews are in a safe environment at all times during the Atlantic Challenge events
- ✓ To write, update and publish an Events Manual in advance of each contest
- ✓ To help the host nation to run the contest, set the schedule and provide judging for all the contest events
- ✓ To inspect and ensure that all participating gigs abide by the AC class rules

SAFETY

- ✓ Each national organization and their coxswain(s) shall be totally responsible for the safety of their crew and the decision to enter into and participate in any of the scheduled events
- ✓ Each nation shall be responsible for ensuring that the coxswain (skipper) must be suitably qualified, knowledgeable, competent and experienced to be in charge of the gig and its crew. All coxswains must understand the contents of the ACI handbook
- ✓ The Events Committee will monitor the weather and sea state and reserve the right to cancel or modify events accordingly, but the decision to participate is the responsibility of the nation and their coxswain
- ✓ Collisions must be avoided at all cost and failure to comply will result in disqualification per Atlantic Challenges Rules Under Sail (p.19-AC5)
- ✓ All coxswains must adhere to The Events Committees requests
- ✓ All boats must be insured for the specific challenge

INSURANCE

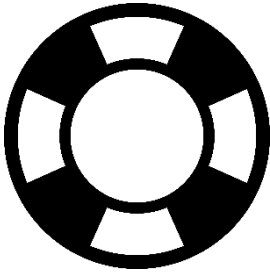
- ✓ Gigs are required to carry civil liability (3rd party) insurance of €3,000,000.
- ✓ All participants are required to carry personal accident insurance.



PARTICIPATING CRITERIA

THE GIG

- ✓ All gigs participating in Atlantic Challenge events must comply with the ACI class rules. This includes how the gigs are built , fitted and rigged. Please make sure that you have read these in Section 6.
- ✓ The Events Committee will carry out a safety inspection on each gig before the contest begins.
- ✓ Each gig needs to have all the required Mandatory equipment listed.
- ✓ To compete, you must send your information to the chair of the rules committee by Jan. 15th of the year during which the contest will take place. This only needs to be done for the first ACI contest in which a boat takes part



MANDATORY EQUIPMENT

10 oars (minimum)

Complete masts, rigging and sails

2 boathooks

1 rudder with tiller/steering yoke or steering oar

3 bailers (two buckets and one bilge pump)

1 flagstaff

National ensign displayed

1 anchor

1 towline/anchor line 50 m long, 10 mm Ø or greater

2 heaving lines

1 jackstay line, at least 50 m

Two 6 m dock lines and two 12 m dock lines

1 ring buoy (or equivalent) with floating line attached

1 life jacket for each crew member

4 fenders

Sufficient small diameter line to lash all oars and equipment

1 compass

THE CREW

- ✓ Maximum of twenty team members.
- ✓ Minimum number of crew on board for each event, is thirteen (ten rowers, one coxswain, and two watches)
- ✓ Rowing events must include at least four of each gender on the oars, and four of each gender on board at all times.
- ✓ Minimum age is 15 years
- ✓ At least six of the crew on the gig for each event shall be between 15 and 21 years of age (inclusive) at the time of the event
- ✓ All crew are expected to be familiar with oarsmanship, sailing, navigation, knots, whipping and splices
- ✓ Changing of crew members and coxswains from event to event is encouraged.
- *Gigs may not be coached from the time they leave the harbour for an event until returning to the pontoons at the end of the scheduled events for that programmed period of the day*



RULES AND JUDGING

RULES

- ✓ Sailing & rowing are self-regulating sports. While on-water judges will be in place the onus is on the crew to acknowledge the gig's error and exonerate itself by performing the appropriate penalty at the earliest opportunity. Failure to do so could result in disqualification from that event
- ✓ If a gig is disqualified it must cease to compete in that event and leave the course as soon as possible without effecting the remaining participating gigs
- ✓ Events are conducted under the World Sailing Rules and the International Rowing Union Rules as appropriate
- ✓ Atlantic Challenge Rules take precedence over the World Sailing Rules and the International Rowing Union Rules where applicable
- ✓ When two gigs meet and at least one of them has the mainsail and/or foresail hoisted, the rules of World Sailing shall apply
- ✓ Relevant World Sailing Rules must be known by all coxswains (essential rules are presented at the end of this manual)

RULES UNDER SAIL

AC 1. Tacking Procedure

The mainsail and foresail, if transferred to the opposite side of the mast during a tack, must be lowered (the yard handheld) and raised.

AC 2. Use of an Oar while Tacking

The use of one “tacking oar” is permitted when tacking. If a steering oar is used in place of the rudder, this shall also be deemed to be the “tacking oar”.

AC 3. Tacking

A boat is tacking from the time it begins to harden up until its sail(s) fill on the opposite tack.

AC 4. While Tacking

Gigs that are rowing or sailing but not tacking shall keep clear of gigs that are tacking.

AC 5. Collision

A collision will result in AUTOMATIC DISQUALIFICATION (DSQ) for the ‘at fault’ boat. A “Drop Sails” penalty may be imposed by the on-water judge on the ‘stand on’ boat involved in a collision if appropriate avoiding action was not taken by that boat at the earliest opportunity. However, coxswains should take immediate responsibility and perform their penalty on their own regardless of who is at fault. A boat who knows it is now disqualified should get out of the way and/or stop racing immediately.

AC 6. Early Starters (All timed events, both sailing & rowing)

When at a gigs starting signal any part of her hull, crew or equipment is on the course side of the starting line, the race committee shall promptly display flag X with one sound. The gig may exonerate her error by completing the “Early Starter Penalty”.

RULES UNDER OARS

AC 7. Equipment breakage

As Atlantic Challenge is a contest of seamanship, crews are expected to keep their equipment in sound condition. Rowing races will not be re-started if crews experience equipment breakage during the race.

AC 8. Broken oars

Broken oars need not be recovered from the water during the course of a race.

AC 9. The Course

- a) Each gig should keep to its own lane throughout the race. The on-water judge shall be adjudicator of the appropriate course for each crew.
- b) Any crew that leaves its own water does so at its own peril and may be penalised by the on-water judge if it interferes with the course of another crew.
- c) A foul occurs when two boats or their oars come in contact during a race. If a foul is so slight that it does not affect the result, the race should be allowed to continue. Otherwise the on-water judge's concern must be to restore the chance to win of the innocent crew. The on-water judge may stop the race and order a re-row.
- d) If during the race a gig shall be interfered with by an outside boat, the on-water judge may order a re-row.

JUDGING AND SCORING

- ✓ Coxswains and their crews must immediately perform any penalty as required by the rules of an event. On-water judges will be in place to observe and enforce regulations. Do not wait for the judges to state your penalty.
- ✓ Not fulfilling a penalty obligations may disqualify you from that event
- ✓ For events being scored by Faults & Timings: faults will be used first to rank the gigs. If more than one gig share the same number of faults, then the time will be further used to separate the tied gigs; the quicker time wins.
- ✓ The Low Point System uses a gigs finishing place as her event score
- ✓ The gig with the lowest score wins and other gigs shall be ranked accordingly
- ✓ This system will be used to score all events, regardless of whether all gigs compete together or in separate fleets
- ✓ In case of a global score tie, the gig with the greater number of 1st place will win, failing which the number of 2nd places will count. Otherwise, the gigs shall be declared tied.
- ✓ A gig that “did not start” (DNS), “did not finish” (DNF) or was “disqualified” (DSQ) from an event shall be awarded points for the finishing place plus one more place than the total number of gigs

PENALTIES

Sailing Penalty : “Drop Sails Penalty”

Main & fore sails must be lowered inside and below the gunnels and remain there for 60 seconds. Sails may then be re-hoisted and the gig can continue.

Rowing Penalty : “Boat Oars Penalty”

All oars must be withdrawn inside and below the gunnels and remain there for 10 seconds. Oars may then be shipped and the gig can continue on its course.

“Early Starter Penalty”

A gig that crosses the start line before the start signal must, if under oar, boat all oars below the gunnels or, if under sail, lower the sails below the gunnels and remain in this position until the stern of the last gig* has passed its bow.

- ✓ AC penalties replace the standard ISAF and IRU penalties.
- ✓ The last gig refers to the last boat of the main fleet that was ready and in the starting area at the start signal

Conditions

- ✓ Sailing penalties must be taken under sail
- ✓ Rowing penalties must be taken under oars
- ✓ Penalties must be taken within 2 legs of receiving it and before the finish
- ✓ You may not obstruct any other vessel while taking penalty
- ✓ When performing a penalty, a gig has no rights and must avoid any danger




COXSWAIN'S MEETING

- ✓ A morning briefing will take place prior to each day's events
- ✓ This is a closed briefing and only coxswains of the day may attend but they can be accompanied by one observer
- ✓ The briefing will clarify schedule, logistical, weather and other issues
- ✓ The briefing will not include an explanation of the events themselves (except in the case of the Esprit and of the Passage Race)
- ✓ All coxswains must familiarize themselves with the events prior to the briefing
- ✓ Should coxswains require clarification of any event they should approach the Events Committee well in advance for assistance

THE COURSES

- ✓ The starting line shall be a line between two buoys.
- ✓ The committee boat is not part of the starting line.
- ✓ Sailing Start: it is expected that gigs will be maneuvering under sail at the commencement of the starting sequence
- ✓ Rowing Start: gigs may use all oars and may 'run' to the line
- ✓ When lanes are used at the start of an event they shall be numbered starting from the committee boat end of the line

CODE FLAGS AND PENNANTS

Flag / Shape	Name	Sounds	Meaning
	P	1 when raised 1 when lowered	Preparatory Flag
	X	1 when raised	Individual Recall
	First Substitute	2 when raised 1 when lowered	General Recall
	Answering Pennant	2 when raised 1 when lowered	Postponement
	N over H	3 when raised	Abandonment Return to Shore
	S	2 when raised	Shorten Course



SAILING START SEQUENCE




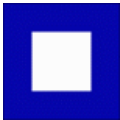


5 minutes	Warning Signal AC flag hoisted	↑	
4 minutes	Preparatory Signal Preparatory flag hoisted	↑	
1 minute	One Minute Signal Preparatory flag lowered	↓	
0 seconds	Start Signal AC flag lowered	↓	

CREWS SHOULD ACT PRIMARILY ON VISUAL SIGNALS
A HORN WILL BE ALSO SOUNDED WITH EACH VISUAL SIGNAL

*WHERE APPROPRIATE, THE COMMITTEE WILL USE VHF RADIO
TO ASSIST STARTING PROCEDURES*



ROWING START SEQUENCE

60 seconds	Warning Signal AC flag hoisted		
10 seconds	Preparatory Signal Preparatory flag hoisted		
0 seconds	Start Signal Both flags lowered		

CREWS SHOULD ACT PRIMARILY ON VISUAL SIGNALS
A HORN WILL BE ALSO SOUNDED WITH EACH VISUAL SIGNAL

*WHERE APPROPRIATE, THE COMMITTEE WILL USE VHF RADIO
TO ASSIST STARTING PROCEDURES*



EVENTS DATASHEET

SYMBOLS LEGEND



Event is part of the L'Esprit Trophy



Event format



Event is part of the Atlantic Challenge Trophy



Sailing start



Sailing is allowed



Rowing start



Rowing is allowed



Special start



National flag must be on display



Event details



Crew number and other specifications



Course



Equipment that you don't need on board for the race








Committee boat



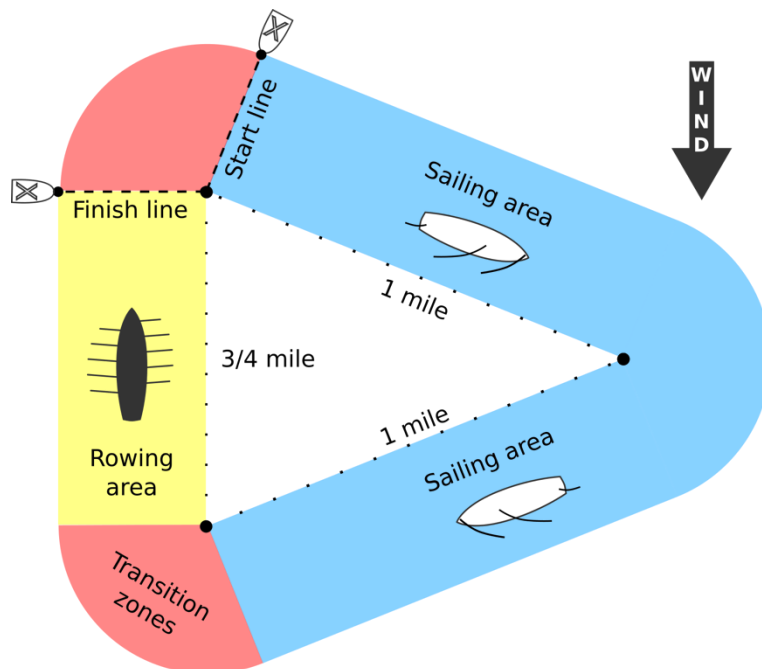
Gig

OARS AND SAIL – SAILING START

is a supreme test of a crew's ability to row and sail their gig at maximum speed around a triangular course.






	 Full crew 13
 Full-fleet or separate fleets Gigs must start in the allotted lanes	
 Course may be 1, 2 or 3 laps depending on location and conditions	 Compass, 2 heaving and 1 jackstay lines


- ✓ Masts may remain stepped on any leg
- ✓ Gigs may only be under sail in the sailing area (blue), under oar on the rowing area (yellow) and proceed to the switch while in the transition zone (red)
- ✓ Sailing Rules, Rowing Rules and Atlantic Challenge Rules will apply
- ✓ Oars and sails (including the mizzen sail) may not be use at the same time

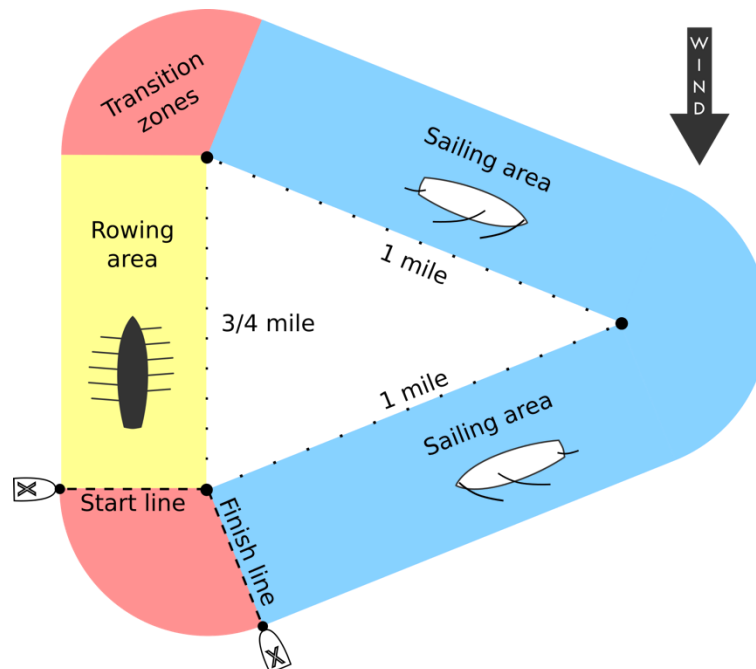


OARS AND SAIL – ROWING START

is a supreme test of a crew's ability to row and sail their gig at maximum speed around a triangular course.






	 Full crew
 Gigs must start in the allotted lanes	13
 Course may be 1, 2 or 3 laps depending on location and conditions	 Compass, 2 heaving and 1 jackstay lines

- ✓ The mizzen sail may be set at any time after the start signal
- ✓ Masts may remain stepped on any leg
- 
 - ✓ Gigs may only be under sail in the sailing area (blue), under oar on the rowing area (yellow) and proceed to the switch while in the transition zone (red)
 - ✓ Sailing Rules, Rowing Rules and Atlantic Challenge Rules will apply
 - ✓ Oars and sails (including the mizzen sail) may not be use at the same time



SAILING RACE – SQUARE COURSE

Is an event to test a crew's ability to sail a gig at maximum speed around a set course.

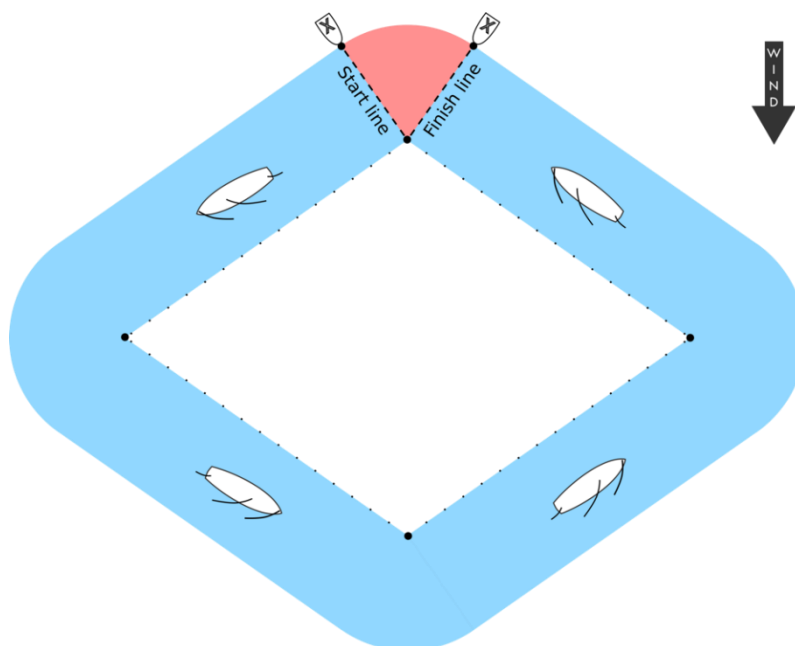
	 Full crew
 Option 1: Single Fleet Option 2: Two separate fleets.	13
 Course will be subject to wind conditions on the day (1-3 laps)	 Flagstaff, compass, 2 heaving and 1 jackstay lines



At the 4 minute Preparatory Signal and subsequently only sails may be used to manoeuvre a gig except when a tacking oar is permitted during tacking. In case of non compliance, the Drop Sails and/or Early Start Penalties shall apply








This course is an example only and rotation of the course may vary in relation to wind direction.



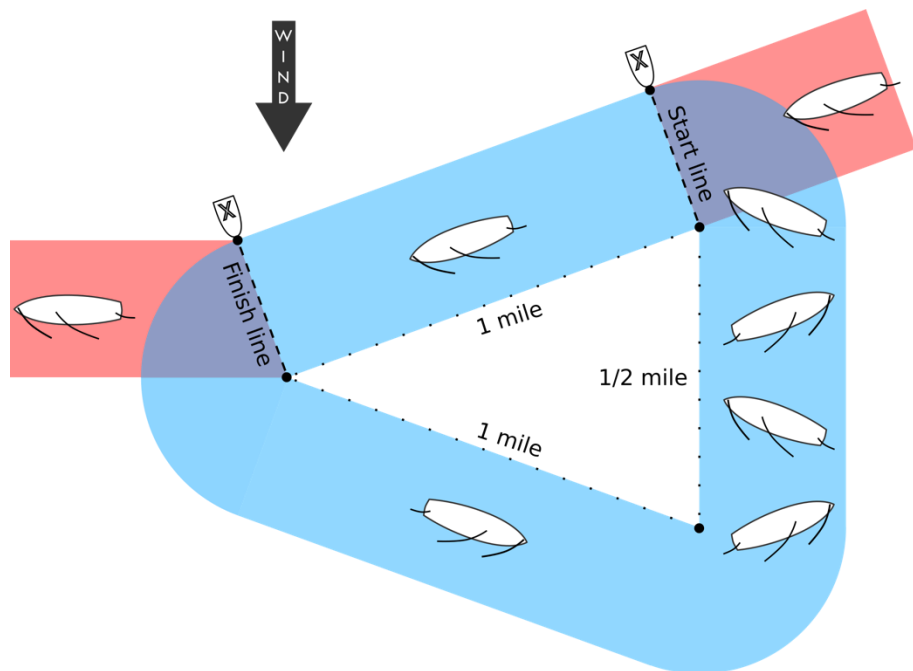
SAILING RACE – TRIANGULAR COURSE

Is an event to test a crew's ability to sail a gig at maximum speed around a set course.

	 Full crew
 <p>Option 1: Single Fleet Option 2: Two separate fleets.</p>	<p>13</p>
 <p>Course will be subject to wind conditions (1-3 laps + 1 leg)</p>	 <p>Flagstaff, compass, 2 heaving and 1 jackstay lines</p>








At the 4 minute Preparatory Signal and subsequently only sails may be used to manoeuvre a gig except when a tacking oar is permitted during tacking. In case of non compliance, the Drop Sails and/or Early Start Penalties shall apply

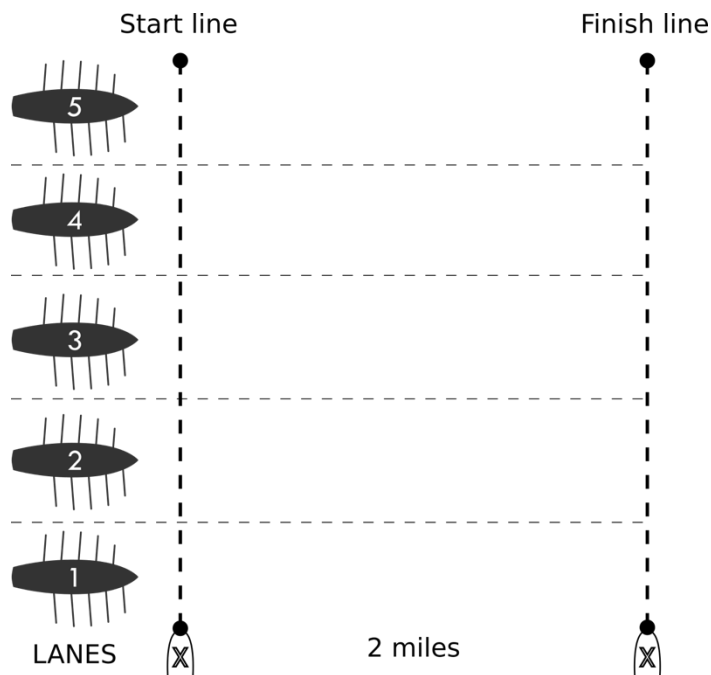


ROWING RACE

is a supreme test of technique, strength and stamina in a straight 2 miles rowing event.






	 Full crew 13
 <p>Separate fleets Gigs must start in the allotted lanes</p>	
 <p>Course will be a 2 mile straight Rowing race</p>	 <p>Complete masts, rigging and sails, compass and 2 heaving and 1 jackstay lines</p>


- ✓ Lifejackets must be worn by all non-rowing participants.
- ✓ Rowers must stow their lifejackets beneath their thwart during the event if not worn
- ✓ Gigs must row in designated lane for the race
- ✓ **Rowing Rules** and **Atlantic Challenge Rules** apply

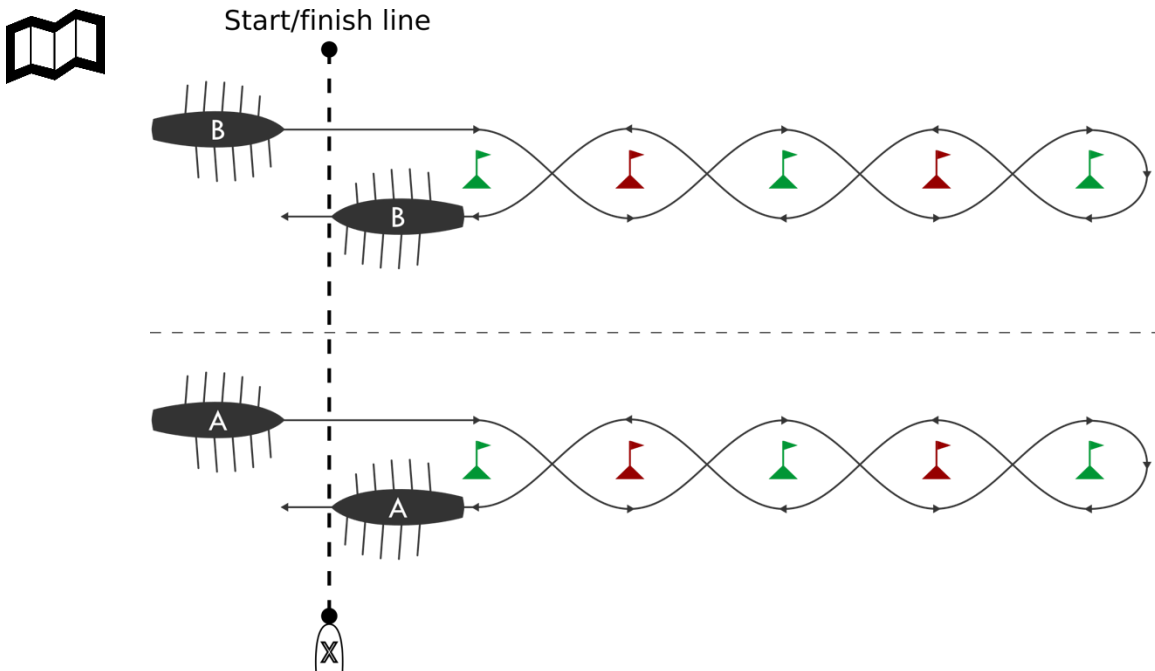


ROWING SLALOM

is a boat handling contest around buoys without the use of a rudder.

	 Full crew 13
 Gigs will compete in pairs in allotted lanes.	
 Gigs will compete in pairs. Ranking will be determined by Faults initially and then timings.	 Masts rigging and sails, compass, heaving and jackstay lines, rudder, tiller, steering yoke and steering oar

- ✓ Lifejackets must be worn by all non-rowing participants
- ✓ Rowers may stow their lifejackets beneath their thwart during the event
- 
 - ✓ The rudder or steering oar must be detached and stowed aboard
 - ✓ No part of a gig or its equipment may touch any of the tall-buoys on the course
 - ✓ Oars may not be pulled in to avoid colliding with buoys
 - ✓ All marks must be rounded correctly



CREW OVERBOARD

will take place under sail or oars (depending on the weather conditions) to test a crew's ability to safely and speedily recover a crew member who falls overboard.



Full crew + one visitor from another country

13+1



Gigs will compete in fleets in allotted lanes. Start will be announced at the cox meeting (rowing or sailing start).

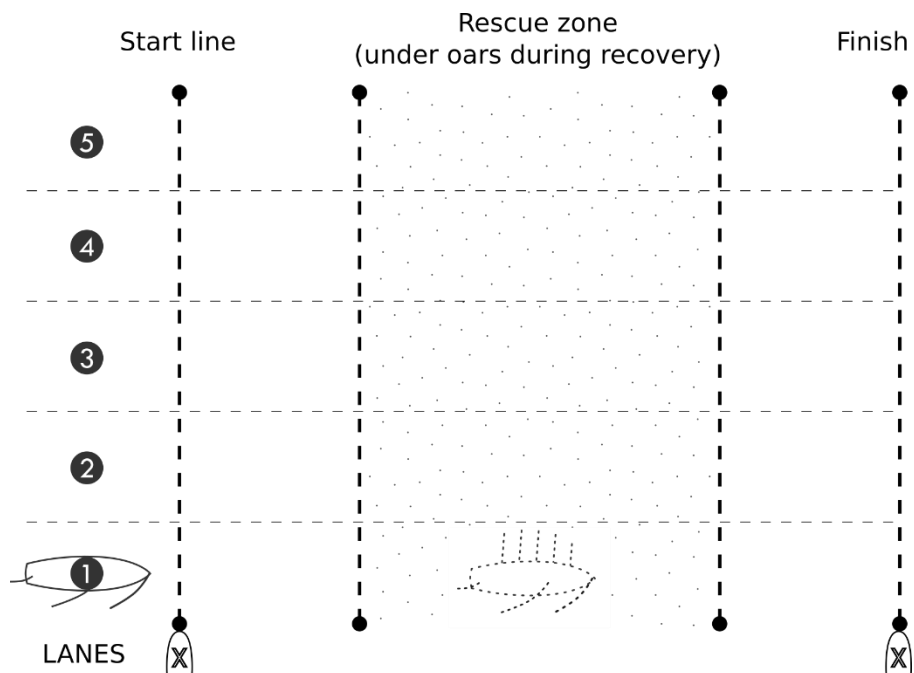


Under sail, a fleet and heats system will operate.
Under oars this will be a timed event.








Flagstaff, compass, 2 heaving and 1 jackstay lines


- ✓ The visitor shall jump/fall overboard whenever he decides within the rescue zone
- ✓ Any combination of oars and sails may be used to manoeuvre the gig in recovering the crew member, but he can only be pulled inside the boat by hand
- ✓ If done under sail, then all the oars must be shipped within 10 seconds of the recovery and the course must then be finished sailing
- ✓ Only the gigs mandatory equipment may be used during the event
- ✓ The crew member going overboard must wear light protective clothing




PASSAGE RACE

involves Rowing and Sailing a long course. It is up to each team to decide over the course which discipline will help them reach the finish in the quickest time.

	 Full crew
 A single fleet Start, procedure will be given at the coxswains meeting.	13
 The course will be given at the coxswains meeting	 2 heaving and 1 jackstay lines


 Gigs may not row and sail at the same time.
A local chart and an handheld VHF is required.


 This event is venue specific. Course will be revealed on site at the corresponding cox meeting.

NAVIGATION (1/2)

is a practical test of navigational skills in a gig under oars.

	 Full crew + one visitor
 Gigs commence the exercise from the starting buoy when ready.	13+1
 Non-timed event	 2 heaving and 1 jackstay lines sails and rig may be required here depending on course

 A local chart is required.

 This event is venue specific. Course will be revealed on site at the corresponding cox meeting.

NAVIGATION (2/2) – GIG SPEED

is a practical test of navigational skills in a gig under oars.



Gigs commence the exercise from the starting buoy when ready.



Non-timed event



Full crew + one visitor

13+1



2 heaving and 1 jackstay lines sails and rig may be required here depending on course

METHOD 1

Dutchman's Log

The exercise of measuring the time taken for a floating object to travel from the bow of the gig to the stern may be used to determine the gig's speed. This table applies to any vessel of 38 feet in length and intermediate speeds may be determined by interpolation.

METHOD 2

Common log

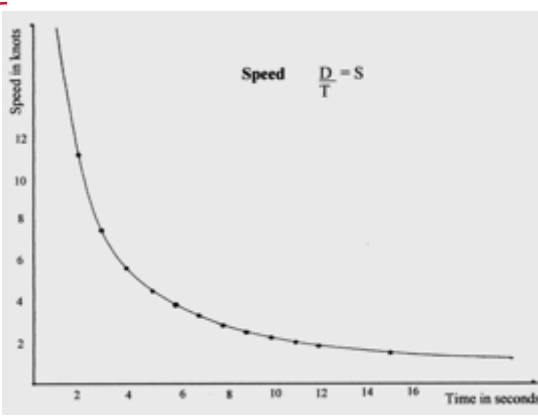
A wooden board or other object that will remain stationary in the water attached to a line with knots at predetermined intervals can be used to determine speed. For each 0.1 knot of boat speed the line will run out at a rate of 0.5m per 10seconds.

METHOD 3

Speed graph






A graph of Speed/Time will be provided so that speed may be read directly off the graph.

Time (s)	Speed (knots)	Time (s)	Speed (knots)
2	11.4	9	2.5
3	7.8	10	2.3
4	5.7	11	2.0
5	4.6	12	1.9
6	3.8	15	1.5
7	3.3	20	1.1
8	2.8		



L'ESPRIT

involves seamanship's challenges with an entirely mixed crew.

	 15	1 coxswain and 2 mast captains from the host gig will remain in their own gig 12 teammates from random teams will complete the crew
 A single fleet Start, procedure will be given at the coxswains meeting.		
 The course will be given at the coxswains meeting		Compass, 2 heaving and 1 jackstay lines



- ✓ Gigs may not row and sail at the same time.
- ✓ A local chart and an handheld VHF is required.



This event is venue specific. Course will be revealed on site at the corresponding cox meeting.

CAPTAIN'S GIG (1/2)

involves transferring an important visitor under oars from the dock to a vessel, re-enacting one of the historic functions of the gigs.



Full crew

13



Gigs start in order, determined by lot.



The course will be given at the coxswains meeting. The event is not timed.



Complete masts, rigging and sails. compass, 2 heaving and 1 jackstay lines



- ✓ Lifejackets must be carried by all personnel
- ✓ If not worn, lifejackets must be stowed beneath the thwart/seat of the person for the duration of the event
- ✓ Gigs will transfer a person from shore to ship or from ship to shore
- ✓ Two or more gigs may be on the course at any time
- ✓ Each gig will be judged on style and efficiency and ranked accordingly

Captain's Gig Criteria






- ✓ It is emphasized that good seamanship requires adequate speed be maintained while rowing
- ✓ The captain should be invited to embark or disembark over the stern quarter and not over the transom
- ✓ Gifts for the guest are not appropriate
- ✓ Guest should be treated with naval courtesy – they can be greeted with a handshake, salute, or piped aboard.
- ✓ Oars should not be shortened (brought across the boat on the gunnels)
- ✓ Oars should not be tossed (safety concern)
- ✓ The gig should be held alongside by boathooks fore and aft, or if the situation demands, by painters taken ashore, to the jetty or to the ship
- ✓ It is suggested that crewmembers wear similar appropriate clothing




This event is venue specific. Course will be revealed on site at the corresponding cox meeting.

CAPTAIN'S GIG (2/2) – SCORING








involves transferring an important visitor under oars from the dock to a vessel, re-enacting one of the historic functions of the gigs.

	 Full crew 13
 Gigs start in order, determined by lot.	
 The course will be given at the coxswains meeting. The event is not timed.	 Complete masts, rigging and sails. compass, 2 heaving and 1 jackstay lines

	Crew Attire (1 point)
	Similar Attire 1 point
	No attempt at similar attire 0 point
	Passenger Treatment (1 point)
	Courtesy shown 1 point
	No attempt to be courteous 0 point
	Coxswains Instructions (4 points)
	Delivered in a clear and distinct voice 1 point
	Authority evident in issuing instructions 1 point
	Clear and explicit orders 2 points
	Docking Technique (6 points)
	Clean, controlled approach 2 points
	Appropriate use of boathook/line/fender 2 points
	Clean, controlled departure 2 points
	Rowing Technique (6 points)
	Smooth rowing in unison 2 points
	Speed; efficient delivery, no dawdling 2 points
	Style; no exaggerated or stylised rowing techniques 2 points

JACKSTAY TRANSFER (1 / 3)

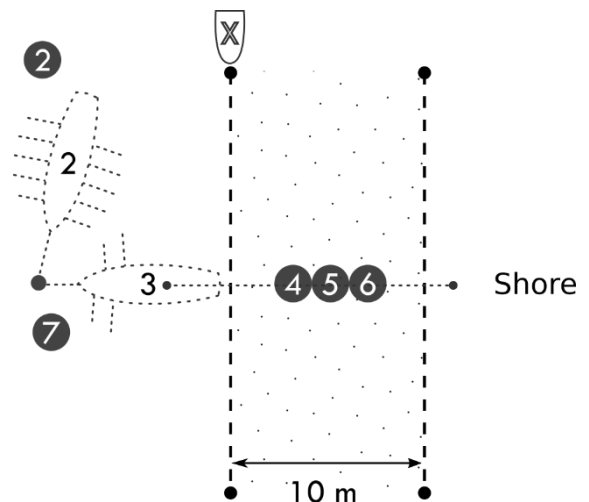
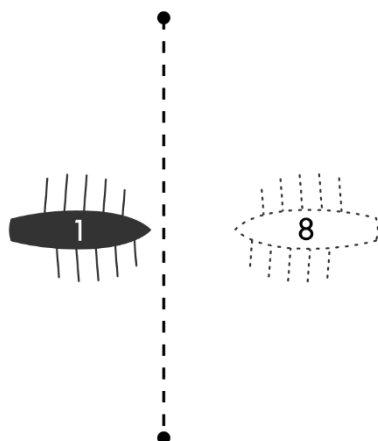
consists of transferring a sack between a gig and the shore; gigs row to the wharf, anchor stern-to, complete the sack transfer and row back to the finish line.

	 Full crew + 2 on-shore  15
 Gigs will row in allotted lanes.  Timed Event.	
 Course will be given at the coxswains meeting. Ranking will be done by faults and then timing	 Main and mizzen masts rigging and sails.

- i**
1. Standard rowing start; row towards the shore
 2. Drop anchor, turn outside of the 10m line and send the first heaving line ashore at anytime
 3. Boat aft 6 oars (inside gunnel) and lie to anchor with stern towards shore
 4. Haul the heaving line ashore until you can grab the jackstay line and secure the latest with a round turn and two half hitches onto the shore spar; at the same time, rig a foreguy to the main mast (separate stay or main halyard)
 5. Raise the mast (gate must be closed and the foreguy made secure to a thwart at least two benches forward of the mast), hoist and tighten the jackstay line on the main mast traveller
 6. Separate the first heaving line and the jackstay line, attach it to the block (with a bowline, clove hitch or round turn and two half hitches), use a sack knot to secure the sack to the second heaving line, haul it aboard, place the provided object in it and bring back ashore
 7. Recover all the gear aboard, lower the mast, ship aft 6 oars and pick up the anchor
 8. Row to finish












Start/finish line



JACKSTAY TRANSFER (2/3) – SCORING

consists of transferring a sack between a gig and the shore; gigs row to the wharf, anchor stern-to, complete the sack transfer and row back to the finish line.

    	 Full crew + 2 on-shore
 Gigs will row in allotted lanes. Timed Event.	15
 Course will be given at the coxswains meeting. Ranking will be done by faults and then timing	 Main and mizzen masts rigging and sails.



Penalties will be given for:

- ✓ Any part of the boat or its equipment crossing the 10m line
- ✓ Sack touching the water
- ✓ Not using correct rope work
- ✓ Leaving your allotted lane

Penalties for not:

- ✓ Boating aft 6 oars
- ✓ Rigging and securing foreguy
- ✓ Retrieving all gear inside boat before crossing the finish line
- ✓ Completing the event as outlined
- ✓ Sending the first heaving line ashore in three attempts*

On-Water Judging

During the event on-water judges will observe the procedure throughout and a team that does not comply with the event as outlined will be deemed not to have completed the event and receive a DSQ.

* Once a team has failed to send the heaving line ashore after three genuine attempts they must cross inside the ten meter line, accepting a penalty, and give only the monkey fist ashore. They must then return outside the ten meter line and complete the sack transfer in the normal way.

JACKSTAY TRANSFER (3/3) – SETUP EXAMPLE

consists of transferring a sack between a gig and the shore; gigs row to the wharf, anchor stern-to, complete the sack transfer and row back to the finish line.



Full crew + 2 on-shore



Gigs will row in allotted lanes.
Timed Event.

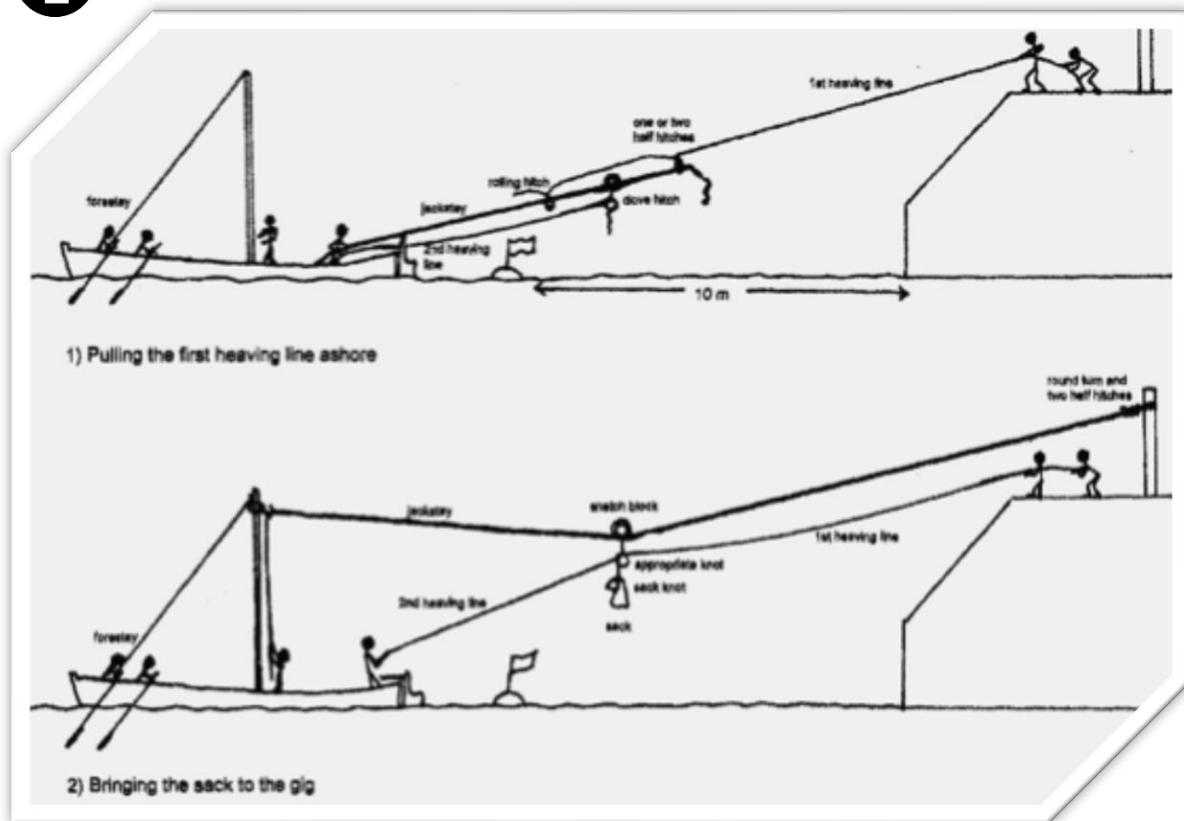
15



Course will be given at the
coxswains meeting. Ranking will
be done by faults and then timing



Main and mizzen masts
rigging and sails.



ROPEWORK

allows the crew to demonstrate their ability to solve challenges encountered in a gig, through selection and execution of appropriate knots, splices, whippings and seizing.



Personal equipment is required for splicing and whipping, but material will be provided.



Knots: 12

Whipping: 3

Splices: 2

Seizing: 1

- ✓ Full team must be registered
- ✓ All crew members will be assigned an individual 'Ropework Challenge' and will have to select the most appropriate ropework solution from the list below
- ✓ A crew member will only be set to one challenge



LIST OF AC KNOTS

Reef Knot

Figure of Eight

Bowline

Half Hitch

Clove Hitch

Rolling Hitch

Spar Hitch

Anchor Hitch

Sack Knot

Sheet Bend

Double Sheet Bend

Round turn and two half hitches

SPLICES

Eye splice

WHIPPING & SEIZING

Simple whipping

Racking seizing

Short splice

Sailmaker's whipping

Sailmaker's with needle



- ✓ Ropework will take place on the first morning of the contest



SCORING

Selection of an appropriate solution to the problem

4 points

Correct execution of the chosen solution

4 points

Efficient completion of the chosen solution

2 points

- ✓ 30 seconds per knot
- ✓ 10 minutes per whipping
- ✓ 30 minutes per splice/seizing



Crew should refer to the Ropework Appendix for further details.



CLASS RULES

Boats are to be built closely to official Atlantic Challenge International (ACI) or DÉFI plans, and these class rules. Boats not complying with these rules will not be allowed to compete in ACI competitions. The plans and rules are aimed at capturing the spirit of the original vessel, and only a few changes from the original artefact have been made on the plans or in the rules. These are mostly in the interest of safety of operation, structural integrity of the boats, and availability of materials. The official ACI plans are those produced by Steve Killing (1991).

HULL CONSTRUCTION

1) GENERAL CONFORMANCE

All parts of the boat, such as stem, inwhale, structure around and supporting the oar ports, thwarts(seats), thwart knees, seat pads, stern sheets(seats), risers, height of floorboard , etc.,etc, must conform to the plans. Minor variations may be overlooked, but any changes which the ACI rules committee feels may alter the character of the boat may prevent the boat from participating in international competition. Builders contemplating changes should contact the rules committee for a ruling before proceeding.

2) FRAMES

Frames may be steam bent as in the ACI plans, or laminated, or sawn, as in the DEFI plans and the original artefact.

3) PLANKING

Gigs must be carvel planked (smooth outer skin) except for the top two planks, which must be lapstrake (lapped over the plank below). The heights of these two planks must be as in the plans. Hulls are to be a single layer of planking, individually and mechanically fastened to the frames, with traditional caulking and/or flexible seam compound between the planks. Hulls are not to be cold molded (multiple layers of thin wood glued together), strip planked (square or rectangular strips of wood fastened to each other and to frames), lapstrake (except for the top two planks) nor built to any other modern composite construction. Planking is not to be covered with epoxy inside or out. Planks may be glue/scarfed to make full-length planks.

HULL CONSTRUCTION

4) SCANTLINGS

Wooden parts in the boat may not be of less dimension than that shown in the official ACI plans. In areas where increased strength is desired, such as the keel and mast step, dimensions may be increased. A keelson (longitudinal strengthening piece on top of the keel) may be added. Solid wood, as opposed to laminations, must be used where possible. So although it would be reasonable to laminate an oar or mast, most parts should be of solid wood, including keel, stem, transom, inwhales, thwarts, etc., etc.

5) HULL MEASUREMENTS

Measure	Imperial	Metric
Overall Length	37' 11" – 38' 5"	11.557m – 11.710m
Beam at mainmast	81 ½" – 84 ½"	2.070m – 2.146m
Hull depth at mainmast (top of rowing strake to the centerline inside planking)	25 ¾" – 28 ¾"	654mm – 730mm
Keel depth (outside, below planking)	2 ½" – 4"	64mm – 102mm
Transom width at the top	41" – 43"	1.041m – 1.092m
Outside shape of transom must conform to within 5/8" (16 mm) at all points to a pattern applied to the transom by the measurer.		

HULL CONSTRUCTION

6) MAST STEP AND PARTNERS (THE MAST HOLE IN THE THWART, OR SEAT)

No structure is required here, as in the original artefact. A supporting structure between the mast step and partners may be built. This is to be a 3 sided box, with the aft side open (see ACI plans) The sides of the box must be wood, but metal may be used to reinforce the corners.

7) HULL PROJECTIONS

No centerboards, bilge keels, leeboards, or any other appendages are permitted on the outside of the hull other than the keel, except that a small appendage of maximum depth 3/4" (19mm) and length 12" (305mm) may be fastened to the bottom of the keel aft to cover the gap between the keel and the rudder for the purpose of preventing debris from lodging there.

8) FLOORBOARDS

Complete floorboards must be securely fastened into the boat for all ACI contest events. They must provide a safe stable platform for the crew to walk in the boat. Their outer edge as viewed from above must approximate a fair curve (although individual floorboards may be cut off square or at an angle). Floorboard sections at the ends of the boat may be on a higher level than those in the middle and maximum space allowed between floorboards is 1". Floorboards width must be at least:

Forward thwart	Mainmast	Aft thwart
29" – 737mm	48" – 1219mm	39" – 991mm
They must extend at least 4 inches (102mm) forward of the forward thwart and to within 24 inches (610mm) of the transom.		

HULL CONSTRUCTION

9) FOOT BRACES

Foot braces affixed to the floorboards or anywhere else to brace the rower's feet are NOT allowed.

10) MIZZEN BOOM BRACING

The inboard end of the mizzen sprit may be held by a vertical bronze post, or by a vertical wood post. Athwart ship bracing above the stern sheet (seat) level which blocks access to the transom is not allowed.

11) RUDDER

The maximum fore and aft dimension of the rudder is to be 20 ½" (521mm) at the bottom.

*The Plans are available from the Atlantic Challenge International Trustees.
Please contact Scott Wagg (scott.wagg@atlanticchallenge.ca) for all the details.*

OARS AND RIG

12) OARS

Oars are to be made of solid or laminated wood. Hollow shafts or blades are not allowed, nor are spoon blades. The maximum width of the oar blades at the outboard end is to be 5-3/4" (146mm). Oars are to be symmetrical about the centreline of the shaft when looking at the face of the blade. The plans show an example of a set of oars but variations that do not contradict this paragraph are permitted.

13) MASTS AND YARDS

Masts and yards are to be made of solid or laminated wood. They may not be reinforced longitudinally with any other material, such as carbon fiber. They may not be hollow. Only one set of masts may be used during a competition, except in the case of damage or breakage, when a spare may be used if approved by the event committee. Masts may be of greater or lesser diameter than the plans.

The lengths of the masts must be:

Mainmast	no more that 21' 6" (6.553m) between the center of sheave (or bee hole) at the top, and the bottom of the mast (not including tenon)
Foremast	no more than 20' (6.096m) between center of sheave (or bee hole) at the top, and the bottom of the mast (not including tenon)
Mizzen	no more than 10' 3" (3.124m) between the center of sheave (or bee hole) at the top, and a mark on the mizzen equal in height to the height of sheer at the location of the mizzen mast.

OARS AND RIG

14) RIG

The rig is to consist of a dipping lug foresail of no more than 163 square feet (15.14 square meters), a dipping lug mainsail of no more than 208 square feet (19.32 square meters), and a lug or sprit rigged mizzen of no more than 54 square feet (5.02 square meters). All sails are to have only one halyard and one sheet. Except for the halyards, which are made fast to weather, the masts are otherwise unstayed. A mizzen peak tacking line is allowed.

15) SAILS

Sails are to be cut to dimensions on the official ACI sail plan (except that the mizzen may be a lug sail if desired). Natural fibre sailcloth (as would have originally been used) is recommended. Hand sewn boltropes and other handwork is encouraged. Polyester (Dacron) is permitted, but products incorporating Kevlar, Mylar, or Carbon Fibre may not be used. All sails must be vertically cut (seams basically parallel to the leach). Battens are not allowed. The weight of the sail cloth may not be less than 6 oz. per square yard. Sails may be white, off-white (cream or tan), or tanbark (dark red) in colour. Other colours are not allowed. Only one set of sails may be used in a competition (excepting in case of damage and approval by the event committee), and must be aboard during the initial inspection.

OARS AND RIG

16) HARDWARE

- ✓ One wood shell block (pulley) for each of main and fore halyards (minimum shell length 3 1/8" (80mm))
- ✓ One sheave (pulley) mounted in the top of each mast (total 3)
- ✓ For tightening the luffs of the sails or other use, 2 purchases made of wood shell blocks (min. shell length 3 1/8" (80mm)) with a maximum ratio of 4 to 1
- ✓ Any number of cleats or belaying pins are allowed on the shelf (just inside the sheerstrake) for the purpose of tying up the boats, and making off the sheets (lines which pull the sails in and out)
- ✓ One cleat on the mizzen mast for the halyard
- ✓ Lines (ropes) may be used as desired to adjust the clews of the sails
1 small sheave or block at aft end of boomkin to control mizzen sheet

The following is specifically not allowed

- ✓ Stainless steel showing anywhere on the boat
- ✓ Modern devices for cleating or controlling lines, such as cam cleats or winches, stainless steel carabineers, lightweight modern blocks of any size, plastic fairleads, etc.
- ✓ Other blocks than those specified above
- ✓ Ball bearings or roller bearings for blocks

17) LINES (ROPES)

Lines, which are brown, white, tan, or grey, may be used. Manila, hemp, polyester, or nylon, may be used. Kevlar or carbon fiber lines may not. Bright colored lines (solid or flecked) such as blue, green or yellow are prohibited.

BOATS OLDER THEN AUGUST 2005

RULE 6 is “grand fathered” (conformance not required) for boats begun before August, 2005.

The hull of any boat begun before August 2005 is allowed to compete in ACI contests, if the rules committee approves them for ACI competition, and if their measurements fall within ± 1 ” (25mm) of hull measurements in rule 5.* Any such boats which are felt to be in violation of rule 1 through 5 may apply for a variance to allow them to compete.

* The keel, however, may not be more than 4” (102mm) deep on the outside of the hull. Thus length, must be :

Measure	Imperial	Metric
Overall Length	37' 10" – 38' 6"	11.532m – 11.735m
Beam at mainmast	80 ½" – 85 ½"	2.045m – 2.172m
Hull depth at mainmast (top of rowing strake to the centerline inside planking)	24 ¾" – 29 ¾"	630mm – 755mm
Keel depth (outside, below planking)	1 ½" – 4"	38mm – 102mm
Transom width at the top	40" – 44"	1016mm – 1117mm

ALL BOATS COMPETING

All boats must conform to rules 7 through 17.

Hull measurements (all except for shape of transom, see rule #5 above) must be submitted to the rules committee, along with one good picture of the boat sailing (taken from abeam) one picture showing interior arrangements forward, and one picture showing interior arrangements aft. To compete, you must send your information to the chair of the rules committee by Jan. 15th of the year during which the contest will take place. This only needs to be done for the first ACI contest in which a boat takes part.

*For further information about the class rules, please contact Diarmaid Murphy
(bantrylongboat@gmail.com).*

INSPECTION AT COMPETITION

All boats will be inspected prior to competition. At this point, the following recommendations may be made in response to rule breaches:

- ✓ Consumable equipment deemed to contravene the rules set out above and which is readily replaceable will be substituted for a complying piece of equipment prior to that year's contest. (e.g. Pulley blocks, ropes, cleats, etc.)
- ✓ Non-consumable equipment will be recommended for replacement before the next contest (e.g. Masts, sails, oars, etc.). Evidence must be provided that remedial action has been along with registration for the next contest.
- ✓ Ongoing inspections will take place during the contest.
- ✓ Boats arriving at a Contest with equipment that has been identified as illegal at a previous contest but which has not been replaced will not be able to use the equipment in question.



WORLD SAILING ESSENTIAL RULES

WORLD SAILING ESSENTIAL RULES

A summary of the essential sailing rules are outlined below. Please consult the World Sailing Racing Rules for more detailed rule information and clarifications.

DEFINITIONS

PORT TACK AND STARBOARD TACK

A boat is on starboard tack when her starboard side is her windward side. Conversely, a boat is on port tack when her port side is her windward side. However when sailing directly downwind she is on the tack corresponding to the opposite of her mainsail.

CLEAR ASTERN AND CLEAR AHEAD; OVERLAP.

One boat is clear astern of another when her hull and equipment in normal position are behind a line abeam from the aftermost point of the other boats hull and equipment in normal position. The other boat is clear ahead. Boats overlap when neither is clear astern, or when a boat between them overlaps both.

INTERNATIONAL RULES FOR THE PREVENTION OF COLLISION AT SEA

A rowing vessel shall keep clear of a sailing vessel.

BASIC PRINCIPLE

SPORTSMANSHIP AND THE RULES

Competitors in the sport of sailing are governed by a body of rules that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when competitors break a rule they will promptly take a penalty.

WORLD SAILING ESSENTIAL RULES

1. SAFETY: Helping Those In Danger

A gig or sailor shall give all possible help to any person or vessel in danger.

2. FAIR SAILING

Crews shall compete in compliance with recognized principles of sportsmanship and fair play.

10. ON OPPOSITE TACKS

When boats are on opposite tacks, a port-tack boat shall keep clear of a starboard-tack boat.

11. ON THE SAME TACK, OVERLAPPED

When boats are on the same tack and overlapped, a windward boat shall keep clear of a leeward boat.

12. ON THE SAME TACK, NOT OVERLAPPED

With boats on the same tack and not overlapped, a boat clear astern shall keep clear of a boat clear ahead.

14. AVOIDING CONTACT

A boat shall avoid contact with another boat if reasonably possible.

WORLD SAILING ESSENTIAL RULES

AT MARKS AND OBSTRUCTIONS

18.2 GIVING ROOM; KEEPING CLEAR

See the ISAF Racing Rules of Sailing

31.2 Hitting A Mark

While racing, a gig shall not touch a starting mark before starting, a mark that begins, bounds or ends the leg of the course on which she is sailing, or a finishing mark after finishing. (A gig is exonerated for hitting a mark if she completes a penalty)

RACE START

29.2 GENERAL RECALL

When at the starting signal several unidentified gigs are on the course side of the starting line or there has been an error in the starting procedure, the race committee may signal a general recall (flag First Substitute).

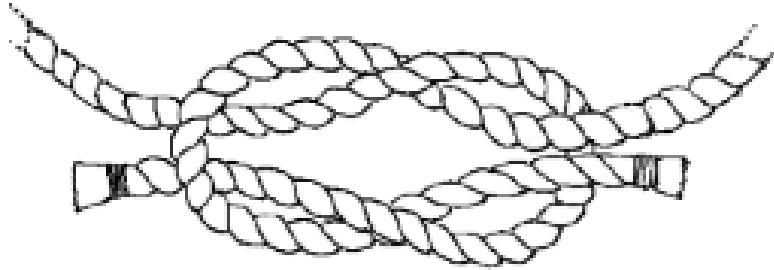


ROPEWORK APPENDIX

REEF KNOT

NOEUD PLAT
RÅBÅNDSKNOB

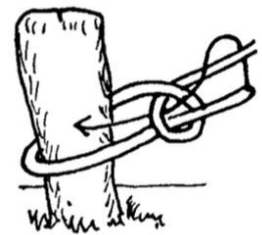
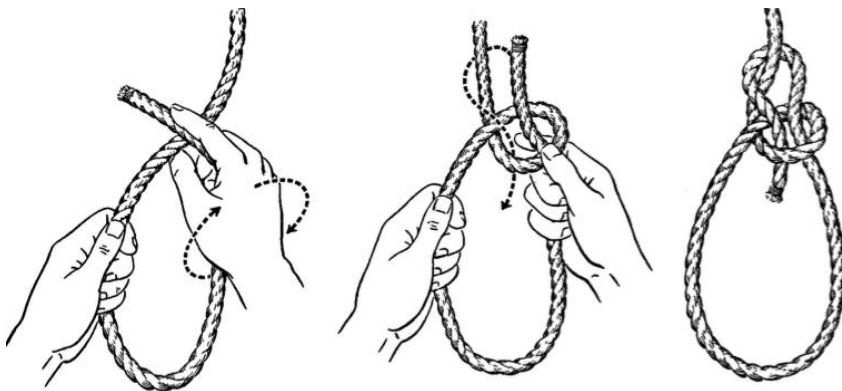
USE	Tying two similar diameter ropes together. Particularly used when reefing a sail.
METHOD	Remember 'left over right' then 'right over left' to avoid tying a granny knot! A granny knot is not secure and will shake undone.



BOWLINE

NOEUD DE CHAISE
PÆLSTIK

USE	To secure a line around any object or to make a soft eye in a rope's end.
COMMENT	This knot is often used to attach a sailing vessel's sheets to its sails. Two ropes may be joined by placing a bowline on each one.

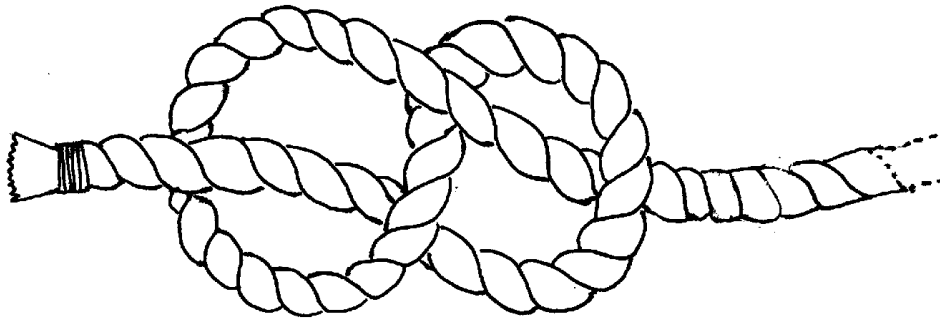


ALTERNATE METHOD TO
TIE AROUND A POST

FIGURE OF EIGHT

NOEUD EN HUIT
OTTETALSKNOB

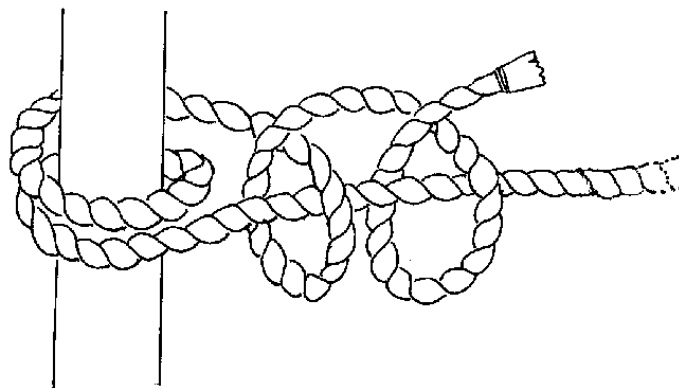
USE	As a stopper knot on a line to secure it from running freely through a block.
METHOD	Tie a half hitch and pass the rope around the standing part



ROUND TURN AND TWO HALF HITCHES

TOUR MORT ET DEUX DEMI-CLÉS

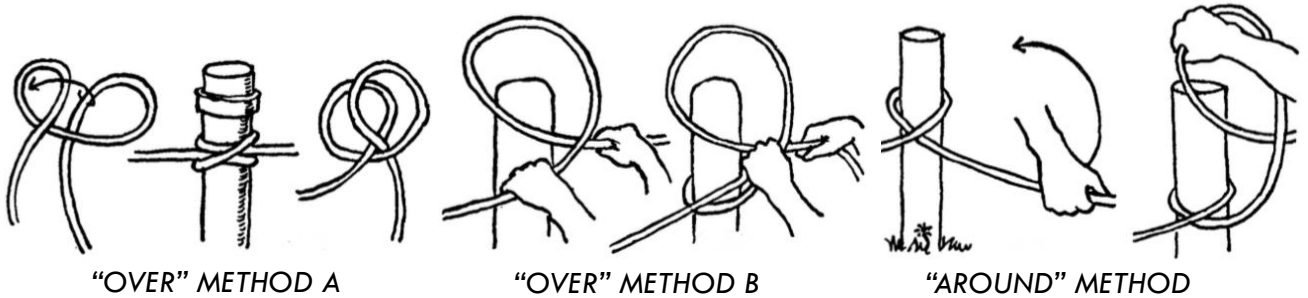
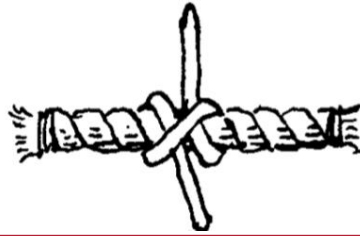
USE	To attach a shore line to a ring bolt, either in the boat or on the shore. Can also be used to attach a rope to a spar.
METHOD	Pass the rope's end around as shown.
COMMENT	The complete round turn takes the strain on the rope, the first half hitch stops it slipping and the second half hitch secures it.



CLOVE HITCH

NOEUD DE CABESTAN

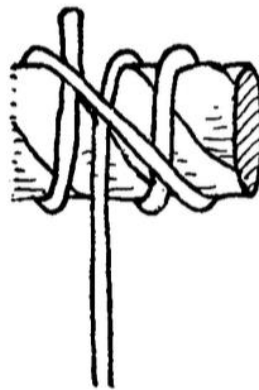
USE	Attaching a rope to a spar, rail or length of wood
METHOD	See various methods as shown.



ROLLING HITCH

NOEUD DE BOSSE

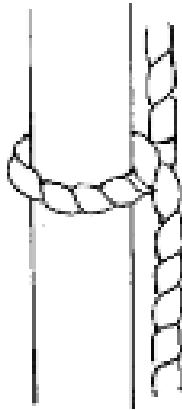
USE	For attaching a rope to a spar or other rope when you need to know that the knot won't slip along the spar or other rope.
METHOD	Start by doing a round turn and then tie a clove hitch
COMMENT	How not to tie it? Taking the last turn in the same direction as the standing part will result in a wrongly tied hitch, although it probably will hold for a short while.



HALF HITCH

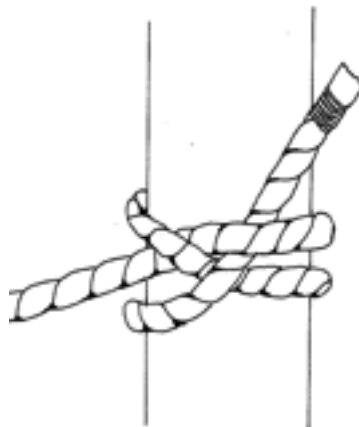
DEMI CLEF

USE	To secure the sail cringles to the yard. To secure the end of a rope as part of a knot.
METHOD	Easy! See diagram.



SPAR HITCH

USE	To attach a rope to a spar. This knot is self locking under strain but can always be untied, it is quicker to tie than a rolling hitch and will take strain in all directions.
METHOD	Pass the rope around the spar as for a clove hitch, but instead of passing the rope's end under the last turn, go over the last turn and under the first turn.



SHEET BEND

NOEUD D'ÉCOUTE SIMPLE
FLAGKNOB

USE

To tie two ropes of unequal thickness together so that they will not come apart when under tension, but will come apart easily when no longer under tension.

METHOD

Make a loop in the end of the thicker rope. Pass the end of the thinner rope up through the loop, back around the two parts of the loop and down underneath so that a half hitch is formed on the loop, as in the diagram.



DOUBLE SHEET BEND

NOEUD D'ÉCOUTE DOUBLE

USE

To tie two ropes together when they are of very unequal diameter and a single sheet bend is inadequate.

METHOD

Double the sheet bend by passing the working end around behind the eye again and follow the first pass, tucking the end under the first pass of the working end.



SACK KNOT

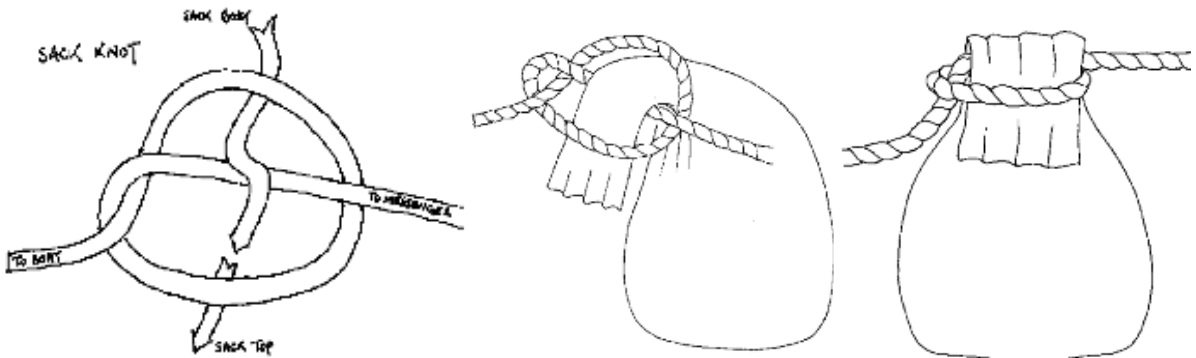
NOEUD DE SAC
SÆKKEKNOB

USE

To securely attach a sack to a line; e.g. in the Jackstay Transfer.

METHOD

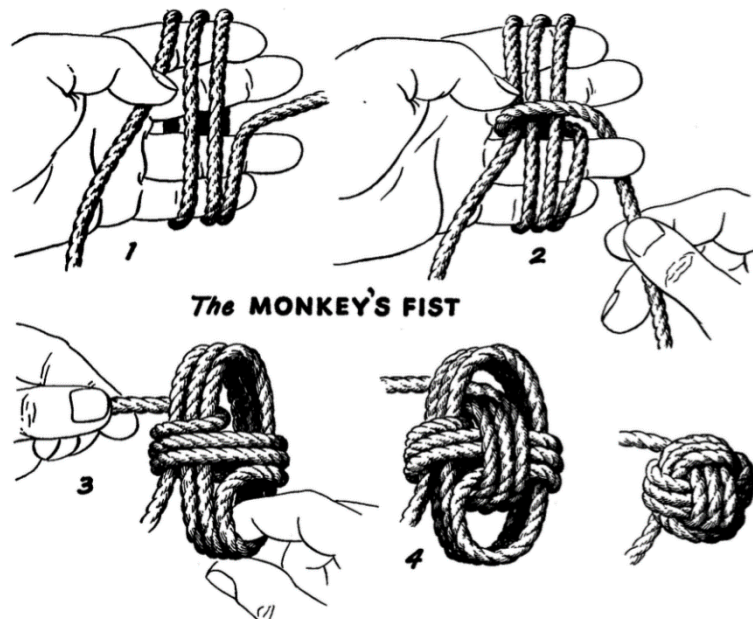
Make a large loop in the rope, as shown, where you wish to attach the sack. Now reach your hand through the loop from front to back going over the centre cross. Pull the top of the sack back through the loop and secure by pulling on each end. As you do this, dress the outside loops down along each side as shown below.



MONKEY'S FIST

USE

The knot is used on the end of a heaving line and is commonly tied over a small heavy ball of stone, iron, etc. This heavy core is required to carry the weight of the heaving line when it is cast in a coil from ship to shore.



ANCHOR HITCH

NOEUD DE GRAPPIN
ANKERSTIK MED BÆNDEL

USE

Attach a rope to the anchor, seizing may be added to make the attachment permanent.

METHOD

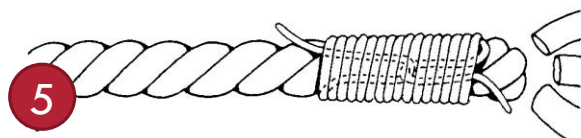
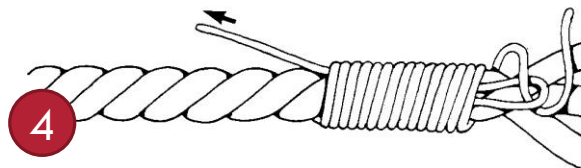
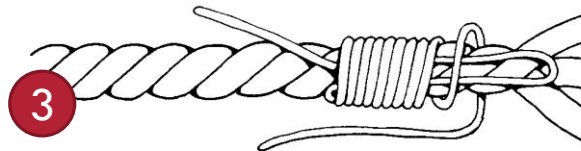
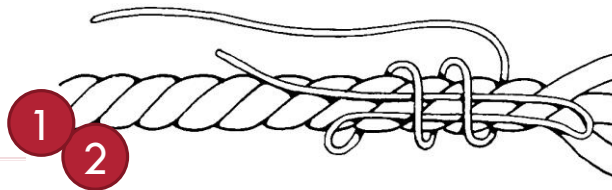
Tie it like a round turn and two half hitches with the first hitch going under the round turn plus leaving a fair distance between the two hitches and making a whipping at the end for a permanent use.



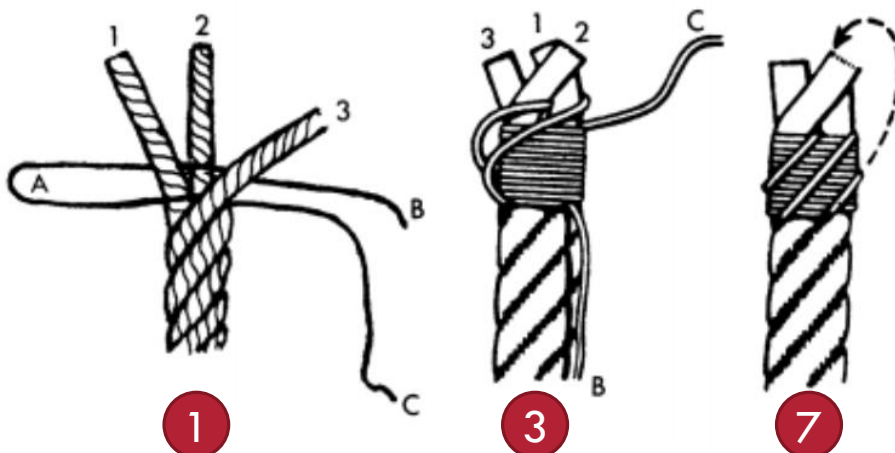
SIMPLE WHIPPING (COMMON)

SURLIURE SIMPLE

USE	To stop a rope's end from fraying while still allowing it to pass through a block.
COMMENT	A whipping must be tight with no overlapping turns. The length of the whipping must be 1 to 1.5 times the rope's diameter. There should be 3 to 5mm of rope left between the whipping and the rope's end, in proportion to the rope's diameter, so that the whipping does not pull off.
METHOD	<ol style="list-style-type: none">1. Make a bight in the whipping twine and lay the loop of the bight at the end of the rope. Turn the long end at right angles to the rope.2. Make two turns against the lay of the rope3. Pull as tight as possible and continue laying on turns and pulling as tight as possible until approximately 5 mm of rope remains4. Pass the long end through the remaining loop of the bight5. Pull the short end through under the turns of the whipping until central

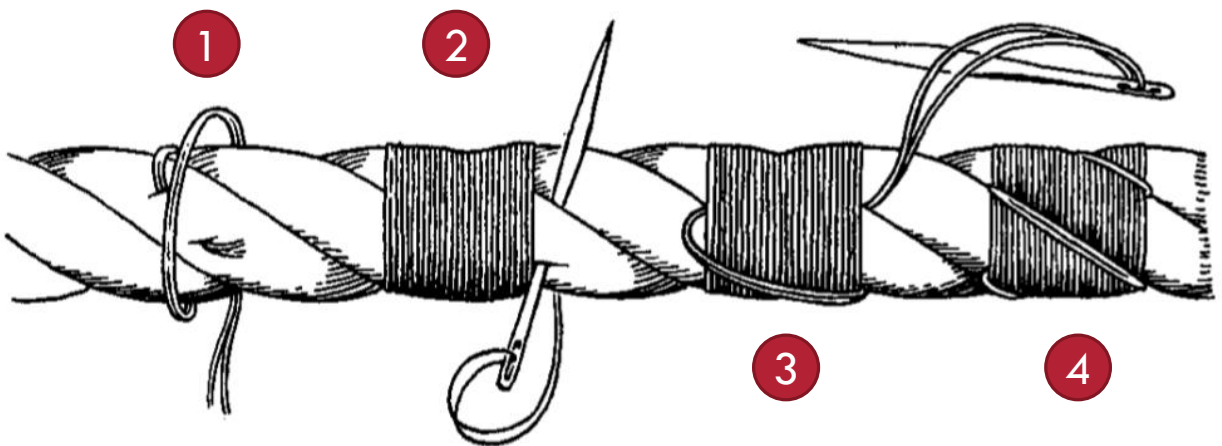


USE	To stop a rope's end from fraying while still allowing it to pass through a block.
COMMENT	This is an excellent whipping since it cannot easily pull off.
METHOD	<ol style="list-style-type: none"> 1. Unlay the strands at the end of the rope for about 2 inches and make a bight about 9 inches long in the whipping twine and pass the bight over one strand of the rope, letting the bight hang down, and bringing the two ends towards you between the other two strands. 2. Ensure that you now have a bight (A) on one side of the rope, and the short end (B) and working part of the twine (C) on the other, as in figure below. 3. Relay the strands of the rope and whip the rope tightly using the working part of the twine (C) while going against the lay. Put on enough turns so that the whipping is as long as the diameter of the rope. 4. Take the slack of the bight (A) and, following the line of the strand (1) as it lies under the whipping, slip the end of the bight over the end of strand (1) as it emerges from the top of the whipping (see figure). 5. Tighten the bight by pulling firmly on the short end (B). The two parts of the bight will now occupy the grooves on either side of the strand (1). 6. Take the short end (B) and, following the remaining groove, bring it up outside the whipping and between the strands (1) and (3) as they emerge from the top of the whipping. 7. Take the end of the working part (C) and bring it between strands (1) and (3) from the opposite side and from the short end. 8. Finish the whipping by tying the working part and short end together with a reef knot in the middle of the rope and out of sight.



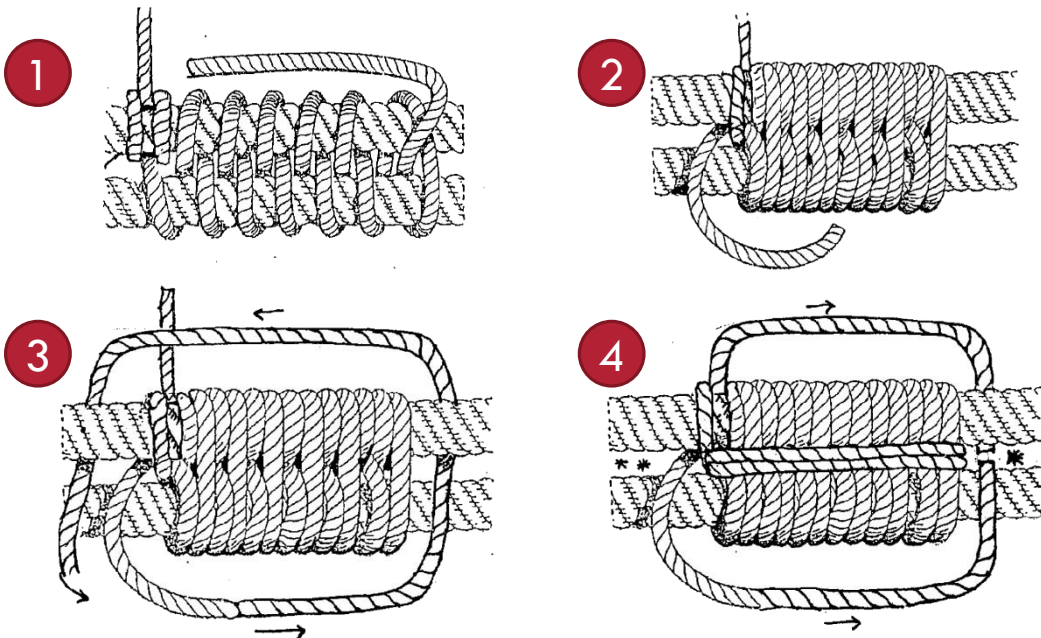
SAILMAKER'S WHIPPING WITH NEEDLE

USE	<ul style="list-style-type: none">✓ To stop a rope's end from fraying, while still allowing it to pass through a block.✓ To put a marker in a rope.
COMMENT	<ul style="list-style-type: none">✓ No matter how much use or abuse the rope is subjected to, it will not work loose or come off, even if many of the strands of the whipping are cut or chafed through✓ The twine should be pre-waxed, using bee's wax and the end should be sewn into the rope. There should be 3 to 5 mm of rope showing at the end of the whipping when it is finished✓ The width of the whipping should be in proportion to the diameter of the rope (between 1 and 2 times the diameter)
METHOD	<ol style="list-style-type: none">1. Thread a needle with a doubled length of twine and take a stitch through a strand, emerging in the contline between the strands2. Draw the twine up snugly and continue around the rope3. Pass the twine up across the whipping diagonally and stitch back through the next strand, emerging in the contline, thus in effect forming a worming over the whipping4. If you want to make it even better, go around a second time, thus forming a double worming. To secure the end, shove the needle clean through the rope before cutting off.



RACKING SEIZING

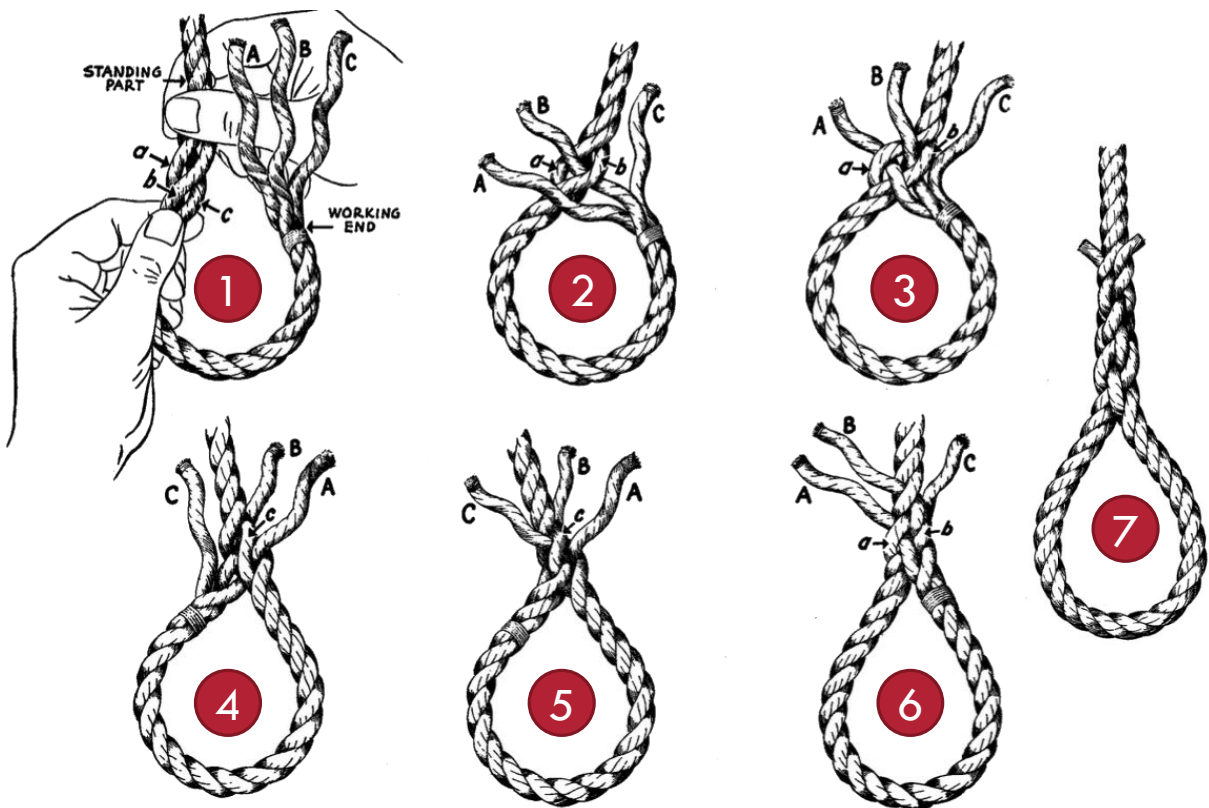
USE	<ul style="list-style-type: none"> ✓ To seize two ropes together so that they cannot move in relation to one another ✓ To make a semi-permanent eye in a rope
COMMENT	The greater the strain on the seizing the tighter the seizing grips the ropes
METHOD	<ol style="list-style-type: none"> 1. Make the seizing line secure to one of the ropes with a clove hitch. Holding the two ropes together, pass the seizing line (braided nylon cord rather than whipping twine) around the two ropes in a figure-of-eight pattern, pulling each turn tight. The length of the seizing should be at least twice the diameter of the rope. 2. When the length of the seizing is long enough the cord is passed back around the outside of the seizing, laying turns between the figure-of-eight turns and pulling tight between each turn. 3. On reaching the starting end of the seizing, the cord is passed between the two ropes, along the seizing and then between the two ropes at the opposite end, binding the seizing with 'frapping' turns. Two to six turns are put on in this way, the number of turns depending on the thickness of the cord. The final frapping turns should not be proud of the seizing, otherwise they will wear. 4. The seizing is finished by tying the free end of the cord to the working end, using a reef knot between the two ropes *, hauling taught and repeating at the other end of the seizing **. The reef knots should be hardly visible and if waxed cord is used they will hold



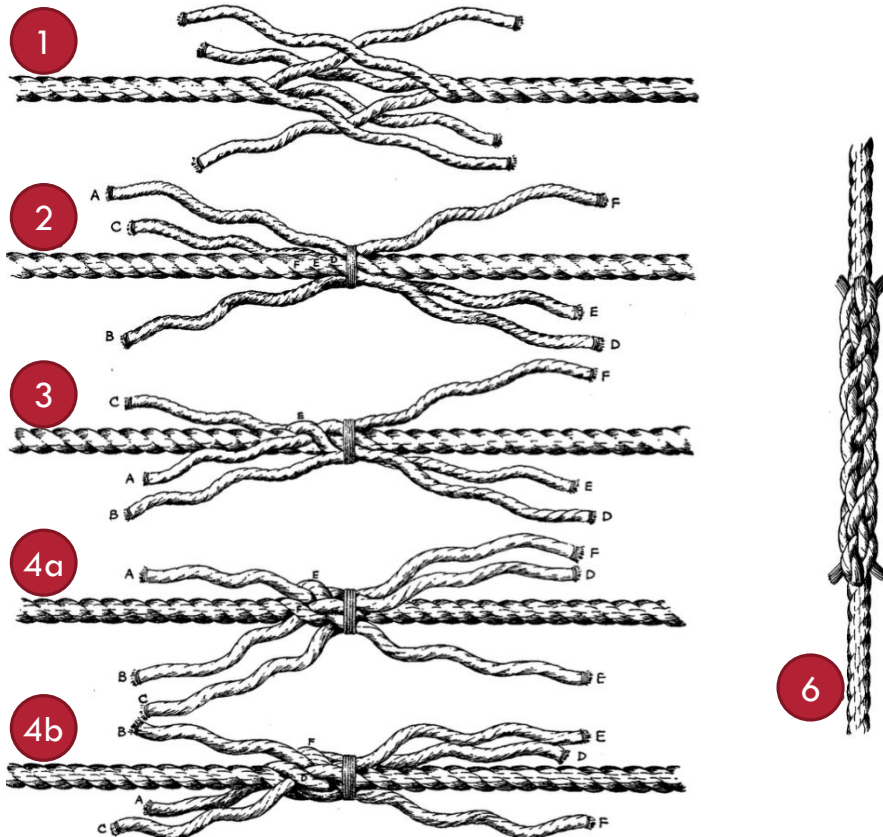
EYE SPLICE

OEIL ÉPISSÉ
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USE	To put a permanent eye in the end of a rope
COMMENT	The greater the strain on the seizing the tighter the seizing grips the ropes
METHOD	<ol style="list-style-type: none"> 1. Unlay the strands of the rope, a whipping may be added to the ends of the strands to stop them fraying and a stop may be whipped onto the main rope to prevent the strands unravelling further than required 2. Make the eye the required size and tuck the B strand over the c strand and under the b strand 3. Lay the strand to the left (A) over b strand and under the a strand. Take care to ensure that it remains to the left of the B strand 4. Turn the splice over and tuck the C strand through the only remaining strand which does not have a rope tucked under it (c) 5. If completed properly, all the strands should exit the main rope at the same level when the rope is allowed to hang vertically 6. Complete two more tucks of all three strands 7. To finish, remove the strand whippings and taper the splice by reducing the strands and continuing to tuck them each time. A whipping may be applied over the cut or tapered strands to prevent them from coming free.



USE	To permanently join two ropes together.
COMMENT	The greater the strain on the seizing the tighter the seizing grips the ropes
METHOD	<ol style="list-style-type: none"> Carefully unlay the ends of both ropes for 5 inches and put a temporary whipping on the end of each strand. Clutch them together by laying each strand between two adjoining strands of the other rope. Bring them snugly together and clap a narrow whipping in the middle. Use the “over and under” tucking sequence as used for the eye splice. (i.e. you tuck A over D and under E, B over E and under F, etc.) Rotate the splice away from you one-third of a turn before each tuck. Once the 2 first rounds are done on the left side, verify that each strand lies snug and fair with equal tension. Now, complete this side of the splice by adding 2 more rounds. Turn your work around and repeat the process (4 rounds total). Remove the seizing. Roll the splice back and forth in your hand or on a hard surface. Cut off (or taper) the ends of each strand about 3/4 inch.



SCORING EXAMPLES

Scoring will out of ten, and be based on

- ✓ 4 points maximum: appropriate selection of a solution to the problem – choosing a knot, splice, whipping or seizing that is suitable for the task.
- ✓ 4 points maximum: effective execution of the solution, - tying the knot correctly.
 - For splices this should include tapering (1 point) and a whipping to cover the taper (1 point) to gain maximum points
- ✓ 2 points maximum: execution in a reasonable amount of time – tying the knot efficiently.
 - Timings will vary for every individual, depending on what they choose as a solution to their challenge. But the following will apply and be used by judges once it is clear what is being undertaken:
 - Knot – 30 seconds allowed.
 - Whipping – 10 minutes allowed
 - Splice/seizing – 30 minutes allowed
 - *NOTE: If an incorrect solution is chosen, the points for efficiency will automatically be 0. This retains the previous scoring balance of maximum 40% for incorrect selection, but correct execution.*

Overall scores for each team will be calculated by taking the number of team members x 10, to produce a maximum score for each team, and then calculating a percentage result after Ropework is marked.

- ✓ This allows teams with different numbers of crew to compete against each other.
- ✓ E.g. a team with 15, will have 15 problems and a maximum score of 150. If they achieve, for example, 105 points out of 150, then their score will be 70%.

ROPEWORK TASKS AND POTENTIAL SOLUTIONS

REQUIRED TASK	POTENTIAL SOLUTION
Attach a rope to a sail.	Bowline or Sheet Bend (if sail has bolt-rope cringle)
Temporarily attach a rope to a ring, e.g. for mooring.	Bowline or Round turn and two half hitches.
Attach a rope to a thwart in the gig for mooring.	Bowline or Round turn and two half hitches.
Permanently attach a rope to an anchor.	Anchor hitch with seizing.
Permanently attach a rope to a ring or block.	Eye Splice.
Temporarily join two ropes of equal diameter.	Reef knot.
Temporarily join two ropes of unequal diameter.	Sheet-Bend or Double Sheet-Bend.
Permanently join two ropes together.	Short Splice
Tie a rope off around a post, for mooring	Round turn and two half hitches, Clove Hitch or Bowline.
Put a temporary soft eye in a rope	Bowline
Put a semi-permanent soft eye in a rope	Racking Seizing
Put a permanent soft eye in a rope	Eye splice
Attach a sack to a line	Sack Knot
Put a stopper knot in the end of a rope	Figure of Eight knot
Bend a sail onto a yard	Half Hitch – repeated
Attach a fender to a rail	Clove Hitch
Attach a heaving line to a jackstay line to be pulled ashore	Rolling Hitch
Attach a halyard to a yard	Spar Hitch, Clove Hitch or Rolling Hitch
Permanently stop the end of a line from fraying, but also to allow it pass through a block.	Simple whipping, Sailmakers whipping or Sailmakers whipping with needle.
Put a marker in a rope, to indicate its mid-point	Sailmakers whipping with needle

ROPEWORK CHALLENGE EXAMPLES

1. A crew person is asked to temporarily attach a rope to a ring on an anchor.
 - a. They opt to use a round turn and two half-hitches (4 points), which is tied correctly (4 points) and efficiently within 30 seconds (2 points).
 - b. Outcome: 10 points
 - i. They could also have used a bowline, or an anchor hitch without seizing, which would have served the same purpose.

2. A crew person is asked to permanently attach a rope to a ring on an anchor.
 - a. They opt to use a round turn and two half-hitches (0 points, because it is not permanent). However, it is tied correctly (4 points). No points can be counted for efficiency because the wrong solution has been chosen.
 - b. Outcome: 4 points
 - i. A better solution to achieve a permanent attachment would have been an anchor hitch with seizing, or an eye-splice.

Contributors: Diarmaid Murphy, Julian Whitewright, Charles-Olivier Amyot and Bas Pennewaert

