

Competitions Handbook

FOREWORD

This Competitions Handbook was initially developed by Thames Motor Yacht Club.

In February 2003, draft number three was circulated to the RYA Motor Cruising Coach and to experienced competition organisers who manage major Thames competitions. With all the constructive comments and minor amendments a final draft number four led to the book being published in March 2003.

It was introduced to a wider audience of club officers at the Thames Valley Region R.Y.A Meeting held on the 10th April 2003. A meeting of committed boat handling organizers was held in December 2003 and new exercises were vetted to be included for 2004. With the book being proven in use it has now moved to a definitive competition guide for clubs and others and approved by the RYA. The officers of the Thames Valley Region endorse the principles in this book and hope that it will work well nationally.

In the introduction it is stressed that the book should be an ongoing exercise, with additional tests being added from time to time.

It is the earnest wish of those who have worked to build the book to this stage is that the book be used to the benefit of the management of Motor Boat Competitions, and achieve recognition as a worthwhile tool in the improvement and development of the sport.

Michael Shefras
T.M.Y.C. Competitions & Cruising Officer 2001 - 2004

The hand book was last revised in July 2006 the main amendments being:

1. The addition of extra tests
2. The revision of **Hints for judges**
3. The reference to the appointment of a safety officer
4. The recommendation for emergency crew during single handed competitions
5. The revision of **Hints for organisers**

HINTS FOR COMPETITORS

DRESS – It is suggested that the normal dress code for briefings is blazer and club tie. This is waived for informal briefings or as indicated by the organisers.

Crew attire during competitions depends upon the level of the competition. A well turned out crew will help to impress the judges! A well-fitted life jacket is required and you should know how to use it.

PREPARATION – Make sure that your boat is properly prepared mechanically and that you can identify your lines. Have them colour coded for their appropriate use. (Not only useful for competitions!) Have adequate and suitable fenders. You must have sufficient anchor chain and you should know how long it is; it should be clearly marked with depth spacing so that both the crew and skipper understand how much is out. You may need a boat hook, a safety harness, a tripping buoy and anchor ball. Your kedge anchor requires a small length of chain and a suitable length of rope and another tripping buoy. You will certainly require a working V.H.F radio. Suitable first aid equipment and the knowledge of how to use it, with blankets and fire extinguishers should already be on your well equipped boat.

EQUIPMENT – *Unless it is specifically prohibited* in the test instructions you may use all or any of the equipment on your vessel. You will be judged on the skill with which you use it, and if its use is appropriate to the particular circumstances of the test. An example is the use of bow or stern thrusters. Their use might be considered admirable to recover a difficult situation, but would be unacceptable if the test requirement specified using a spring to cast off using spring lines.

DETAIL - There are other factors that might not be in the test detail that are important. Your approach to the mooring, the placing of your fenders, the readiness of your crew and perhaps the way you leave the mooring at the end of the test. You need to demonstrate to the judges that the skipper is in control with clear commands (that the judges can hear), and even if your crew is competent and self-starting it should be seen that the skipper is in control. All these points are picked up by the judges when giving his or her discretionary points which figure in most judging marking sheets.

Use the time between the tests to fully prepare your boat for the next test. Whilst the tests are normally timed, the time between might not be, so use it! But be always ready to be called in.

Once started on a timed test, the skipper should keep his eye on his watch. Do not rely upon the judges to keep you informed.

Keep a listening watch on the designated V.H.F. channel. Use the radio for distress or boat safety traffic only, unless specifically instructed.

SAFETY – It is obligatory in most Boating Competitions that the crew, including the helm wear properly fitted life jackets. If appropriate, safety harness should be worn, and no manoeuvre should be taken if it would endanger the vessel, yourself, your crew or other users.

Always check that the water is clear before you commence a manoeuvre and let the crew and judges know that you have checked.

The normal rules for safe navigation apply despite the pressure you may be under during test conditions. Throughout the skipper is master of the craft and must be seen to be in complete control.

SAFETY - In single handed competition it is advisable to have on board a person capable of controlling the boat in an emergency, eg. man overboard or to avoid a dangerous situation developing while the skipper is away from the controls. He or she must not assist in preparing the boat between tests or offer help or

advice during the test. **Except in an emergency they may not assist by taking control at the helm.** He or she may care take the helm between tests.

PRACTICE – Unless otherwise stated in the test regulations there is no prohibition. Practice as much as you can with the crew you intend to use. It is considered bad form to practice on the day of the event. Some competitions specify family or couple crew.

COMPETITION RULES – Competitors sign an entry form before entering any competition, and agree to abide by the Competition Rules, which are printed on the reverse of the entry form. Do read them carefully. They are also included in this handbook.

POSTSCRIPT – Do not expect to win your first competition! Even if you come last you will be ahead of those who did not enter. There is no doubt you will learn a lot about boat handling which will serve you well as you cruise. Certainly you will be ahead of those who never compete in the way you use your boat.

SO DO HAVE A GO, AND WE WISH YOU LUCK IN YOUR COMPETITION CAREER!

HINTS FOR ORGANISERS

SELECTION – You will have been asked to organise a competition because the Commodore and Competitions Committee have the utmost confidence in you as the organiser of the event. It requires a lot of attention to detail, and this Competition Handbook should provide an answer to all your concerns. It is however just like organising any other club function, and it should be considered an honour to have been asked.

PREPARATION – Ensure that the appropriate controlling local authority has been advised that the event is taking place. Having read the Competitions Handbook, a selection of tests can be made to suit the level of the competition. It is acceptable to modify, or introduce new tests, but that they are prepared in the standard form and must be feasible in the way described. Each test has to have the current marking grid. A second opinion is necessary at all times when a new test is introduced. The competitions chairman can advise you. Four tests are probably sufficient.

JUDGES – Contact suitable judges from the judges' list, not forgetting the possibility of using some from other clubs. Competitors will welcome their independence, especially if they are aware of our Glossary. On the day they will require clipboards, pens, pencils and perhaps stop watches. A chair for each judge is appreciated.

COMPETITORS – Prepare your advertising well in advance, six to eight weeks prior to the event is appropriate. Give brief details of the tests that you propose, when and where it will be held and any special arrangements i.e.

- Date and time of briefings

- Details if it is a handicap event

- Lunch arrangements, if any

- The final date for entries

Post your advertising on the **club** notice boards and ensure it is sent to all potential entrants **together with an entry form**. If you have not received at least **four** entries by the closing date, the event is liable to cancellation, so chase up entries by telephone. Some competitions may be open to entrants from other clubs, if so make sure that they are informed at the same time as the other potential entries.

At least a week before the competition post the full test details to all entrants in the official handbook format (but not the judges marking grid) so that competitors have ample time to practice.

If you do not receive four entries by the closing date, consult the chairman of the competitions committee before notifying the entrants you have, that the competition has been cancelled. Once four entries have been received the event will proceed even if there are subsequent withdrawals or non-starters, so keep pressing for more entrants.

REFRESHMENTS – If you seek the help of your Ladies they may arrange refreshments for the judges during the competition, and it may be that a lunch has also been organised by them or by the Commodore.

EQUIPMENT – List and acquire the equipment you will need on the day. Portable V.H.F. Radios are a must one for each judge, and should be fully charged. If required for the test, buoys should be made available together with the ground tackle required. If the exercise calls for a mooring to a buoy it must be properly laid using a heavy boat to ensure that the ground tackle is fast! It is always good to have a safety boat available and ready, and if an exercise calls for it, a dinghy. The club has stopwatches if required. All equipment should be stowed away after use.

FEASIBILITY – If introducing a new test you must ensure that it is feasible, or engage a competent boat handler who will not be entering the competition to do it for you. Check the time and sequence of the tests. It is better to have the longer tests first working down to the shortest to avoid delays between tests. Check the depth of water at your chosen site and the state of the water, i.e. current or tide. Issue the test forms in good time so that competitors can practise and so that the judges can be aware of what they face.

BRIEFING – Ensure that all the information is included in the papers already sent out to competitors and judges. Prepare your notes and be sure that a flip chart and markers are available.

Unless it is to be a secret competition, and this would be an exception, ensure that all the competitors have their test sheets, and if not have spare copies available. Ensure that the judges have the necessary paper work, including the marking grids. Be prepared to answer any questions. If you have to make any changes, this is the time to ensure that all know what is to happen. If after all of this there has to be a late change on the day, make sure that no competitor is disadvantaged!

Organise a draw for the starting positions and make sure the judges have the list. Announce the pre-start location for competitors to hold off pending their start.

SAFETY OR DUTY OFFICER – Should be appointed for the day and should satisfy themselves that all reasonable precautions are in place. They should be aware of all emergency telephone numbers and which of those present are qualified in first aid.

If there is a club duty officer they must be advised of any plans and they will arrange to move moored boats to make room for your test. It may well be that the duty officer will also be prepared to act as the safety officer.

HELP- Clubs should be well organised and will provide assistance, do not hesitate to ask for help.

RESULTS – You will have been busy during the entire event, but as it comes to a conclusion you have to organise the assessment of the judges to provide the overall winning places. Have an independent person to assist you who is numerate to check the marking sheets. It is easy for mistakes to occur in the heat of the moment so make sure that all questions are answered before any public announcement. Normally two judges are appointed for each test. The two judges will mark independently and hand in two separate completed judges marking grid sheets. At the end of the competition the two sets of marks are added together and averaged to give a number of points out of 100. The points are then used to place the competitors within each test to give a place, i.e. first = 1, second = 2, third = 3. Finally the competitor with the lowest placed position wins the test. All judges use the same system and finally the overall winner is the one with the lowest number of place marks.

Prepare a result sheet so that the competitor's scores can be entered having determined the sequence for each test and each competitor. It is then easy to assess the final result.

If there are a number of entries there is less chance of a tied result, but should this occur it should be resolved by reference to the total number of points scored in the competition. Only if this does not resolve the matter should a tie be declared. If in doubt talk with the competitions chairman or the deputy.

Select one of the judges from each test to de-brief the tests. Finally thank the competitors, the judges, and everybody who might have assisted. You should then announce the result of the first three in reverse order. The full results should be displayed on the club's notice board. Entry Certificates will be presented to all competitors on the day (provided from the club office), and silver presented at the End of Season Dinner and Ball.

Hopefully you will then be thanked and congratulated by the Commodore for the outstanding event you have just organised!

ATYC COMPETITION RULES

1. All competitions arranged by the club are organised for the enjoyment of the participants. Neither officials or competition organisers accept any responsibility for any damage or injury to competing boats or their crews.
2. Owners and skippers undertake not to make or prefer against the Organisers or any of the Officers, any claim or demand in respect of death or injury to any person or loss of or damage to any craft, vessel or other property unless caused by negligence of the organiser.
3. Vessels must carry adequate insurance including Public Liability cover of at least £3,000,000. The insurance policy should also include full recovery of salvage charges. It is the responsibility of individual owners and skippers to ensure that their vessels are adequately insured.
4. When the competition rules demand that an observer is carried, the organiser accepts no liability for any accidents to or caused by the observer on members' vessels.
5. Owners and skippers are responsible for the condition of their vessels. Skippers accept that the safety of the vessels whilst taking part in competition is their sole inescapable responsibility. They must decide whether to start or continue an event in the light of their own competence, the ability of the crew (where appropriate) and the suitability of their vessel for the conditions likely to be encountered.
6. Skipper are to operate their vessels with due regard to the International Collision Regulations and local by-laws.
7. A designated V.H.F. channels is nominated for each competition and a listening watch must be maintained.
8. The judge's decisions are final, but should there be an objection to those decisions they must be made in writing and handed to the organising officer within 24 hours of the completion of the competition. The appropriate competitions committee will be the final arbiter of any objection.
9. ATYC. vessels must be skippered and crewed by ATYC members unless otherwise agreed by the competition organiser.
10. Competing vessels are to fly the appropriate Club Burgee.
11. No vessel is allowed to enter the same competition more than once unless it is entirely skippered and crewed by different competitors on each occasion.
12. The method of marking will be published or made known prior to each competition.
13. Additional rules may be published or made known for specific competitions.
14. The appropriate disclaimer will be completed for every entry prior to the event.
15. Life Jackets will be worn.

RISK ASSESMENT

Water is inherently dangerous and activity on it must be considered a risk.

Boat Handling Competitions organised by the ATYC are promoted to encourage safer and competent use of the motorised craft used by the members of the club.

All boats used by members' must conform to the Environment Agency's/BW or local requirement boat safety scheme inspection process covering the use of fuel and gas, and equipped to current standards for fire prevention and emergency equipment.

Members competing are made aware of the inherent risks by this assessment, and the use of the ATYC COMPETITIONS HAND BOOK. This recommends equipment required and the use of life jackets whilst competing.

Despite the first statement there is historically little evidence of risk problems. The following describes some risks:

PERSON OVERBOARD – There is a possibility of a crewmember falling over board. Members practise the recovery of persons on the water. Normally the casualty suffers from immersion, but is recovered from the water as soon as possible. Should the casualty be unconscious the emergency services must be called and where appropriate the Environment Agency advised. First aid procedures should commence including treatment for shock and hypothermia.

BOAT COLLISION – Competing boats would be moving very slowly, and in the unlikely event of a collision the damage would be very slight, with little chance of personal damage. It is more probable that limbs may be trapped momentarily, but crews are trained to use fenders and not their bodies! All boats carry first aid equipment.

TRAPPED OR BURNT FINGERS – There is always a risk of fingers being trapped between bollards and rope, but crews are trained to keep their fingers away from the ropes and chains and clear from winches. Hands could be burnt if a line is pulled away quickly and allowed to run through the hand. Treatment is readily available from the boat or club's first aid equipment.

FIRE – In the unlikely event of a fire on board a boat, crewmembers would evacuate the boat immediately, and the boat moved out onto the water away from other moored craft. The fire brigade called and if appropriate the E.A. advised. If it is a much localised fire then the use of boat fire extinguishers and blankets might suffice.

JOINING THE BOAT – Crew members joining the craft take it for granted, but should be informed by the skipper of the location of fire fighting equipment, life jackets, first aid equipment etc onboard the craft. It should be recognised that it is easy to slip if care is not taken, and all those embarking on boats should take care and ensure they are wearing the correct shoes.

With clubs there are normally many trained first-aiders who can assist, and the organiser of each event should have the names of competent people readily available. Emergency numbers should be readily available within the club, and with the organiser of each event. There is a Club Duty Officer and a safety officer will be appointed for the period of the competition, these two functions may be combined.

GLOSSARY OF TERMS

This standing information has been developed for all potential competitors. The objective is to make easier to understand the 'jargon' used and to inform what judges will be looking for. The terms are also useful when cruising.

GLOSSARY OF TERMS

TERM	<i>WHAT IS EXPECTED</i>	<i>WHEN USED</i>
Temporary Mooring	One single line from centre cleat; or one from bow and stern to shore. Either are acceptable	When moored to pick up judges or equipment whilst skipper and crew are on the boat.
Short Stay Mooring	Bow, Stern and one spring. Not necessary to make a double turn on the bollard on the shore.	Leaving the boat for a short time.
Long Stay Mooring	Bow, Stern, Springs fore and aft. Springs with loops ashore, eye splices or bowlines. All lines to have double turns ashore. Take down Ensign when departing or at the appropriate time.	Used when leaving the boat for a time, or sleeping aboard. Competitors should be aware of closedown procedures when the boat is left. Power, Gas and knowledge of position of fuel stop cocks and seacocks.
Thames Style Throw	When the crew throws a line from the boat to go over a shore bollard. Both ends of the line to be retained on board to make fast.	Used to prevent the crew from having to jump ashore.
Loops Ashore	When a crewmember goes ashore to place a fixed loop around a shore bollard using double turns.	Used on springs when making a long stay mooring.
Veer the Chain	Let the anchor chain run out in a controlled manner.	Used when reversing astern away from the anchor.
Take a Turn	Take a turn around a cleat or a shore bollard whilst holding, paying in or paying out the line.	Used when mooring. Taking a turn around the cleat makes it safer to hold and check the line.
Double Turn	A line turned twice around a cleat or shore bollard. A large loop or bowline doubled around a cleat or bollard.	Used for a long stay mooring.
Breast Line	Short line between midship cleats of two boats, or midship cleat to shore bollard. The line must be taut.	Used to hold boat temporarily tight and parallel to an adjoining boat or shore.
Bow Line	Should run forward of the bow.	To secure the bow. Usually the first line ashore.
Stern Line	Should run astern of the transom.	To secure the stern.

Stern or Forward Spring	A line from a stern cleat to a shore bollard ahead; or to the bow of another boat when mooring alongside.	Used to stop the boat moving backward. Should be as long and as tight as possible.
Bow or Aft Spring	A line from a forward cleat to a shore bollard to the rear or to the stern of another boat when moored alongside.	Used to stop the boat moving forward. Should be as long and as tight as possible.
Springing Off Forward	Using a long line forward from the boat, turned once around the shore bollard or another boat and held against the boats aft cleat whilst the helmsman uses engine astern to permit the bow to move away from the shore. (A fender must always be placed between the stern and the shore or other boat.)	Used to spring off forward from restricted or windy moorings
Springing Off Astern	Using a long line aft from the boat turned once around the shore bollard or another boat and held against the boats forward cleat whilst the helmsman uses engine ahead to permit the stern to move away from the shore. (Once the stern is clear reverse propulsion is affected.) (A fender must always be placed between the bow and the shore or other boat.)	Used to spring off aft from restricted or windy moorings
Conditions as Found	Skippers and Judges should be aware of the current and stream. Exercises should always been carried out to make use of conditions as found.	If in the opinion of the skipper the conditions are such that the exercise as described would be impossible the skipper should make the judges aware, and explain why he is taking alternative action. Judges should be aware of the conditions, and make it clear that they have understood and accepted. If not they should say so at the time giving their reasons
Rafted Out	With permission, tie alongside, using bow, stern and springs, and shore lines to the shore or pile. Ensuring adequate fenders in appropriate positions.	Mooring alongside boats already moored alongside OR Moored on boats already moored between piles.

Motor Boat Handling Exercises

Exercise Descriptions and Judge's Marking Sheet

1. Rescue A Floating Dinghy And Passenger	12
2. Classic Mooring in Still Waters.....	14
3. Basic Anchoring to a Stern Transit.....	17
4. Heave Lines and Moor for Long Stay and Casting Off Astern	19
5. Manoeuvre Around a Buoy	22
6. Moor Alongside an Unstable Pontoon.....	24
7. Single Handed Mooring Without Stepping Ashore.....	26
8. Stern-To Mooring	28
9. Temporary Mooring and Stream Off Pile	30
10. Take an Unmanned Boat in Tow.....	32
11. Using Strange Boat and Mooring Alongside another Boat.....	34
12. Anchor and Veer to Pile	36
13. Stern Tow from Mooring.....	38
14. Mooring on a Moored Boat.....	40
15. Stem the Tide for 1 Minute.....	42
16. Retrieve a Fender from The Tideway.....	44
17. Mooring on a Short Finger Pontoon	46
18. Manoeuvre Floating Object around a Buoy and Return.....	48
19. Warping the Boat Around.....	50
20. Open Mooring Using Two Anchors	52
21. Reverse to Buoy and Moor to Pile	54
22. Moor Bow into Pontoon at 45 Degrees	56
23. Reverse into a Mooring, Exit Turn and Return on One Engine.....	58
24. Moor to Downstream Pile with Two Lines and Kedge Anchor Astern.....	60
25. Assisting a Person in a Dinghy Without a Paddle	62

Issue 1,
February 2007

Exercise
Desc.

1. Rescue A Floating Dinghy And Passenger

<u>Difficulty:</u>	<u>Very Experienced</u>	<u>Difficult</u>	<u>Not Too Difficult</u>	<u>Beginner</u>																										
<i>Expected Time to Complete (minutes):</i>		12	15																											
<u>Exercise Objectives:</u>		<u>Special Instructions to Judges:</u>																												
<ul style="list-style-type: none"> ▪ You are required to moor your boat to pick up judges - temporary mooring ▪ You are required to rescue the dinghy indicated by the judges. ▪ There is no apparent emergency - assume the boat is drifting. ▪ There is one incompetent person on board ▪ Secure the dinghy for a tow and moor your craft along side for a short stay where you picked up the judges. ▪ Depart from the mooring. You will have been marked from the time you initially approached the mooring and finally cast of. 		<p>The crew should at all times indicate the position of the dinghy</p> <p>Safety of crew, the dinghy and the passenger is expected</p> <p>Passenger should be taken on board</p> <p>Communication with the crew and be in control of the boat at all times.</p> <p>How the boat is moored to pick up the judges, depart the mooring and safe return are expected</p> <p>Marks that will be given – up to a maximum of the following:</p> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Temporary Mooring</td><td style="text-align: right;">5</td></tr> <tr><td>'Capture' Rescued Dinghy</td><td style="text-align: right;">10</td></tr> <tr><td>Bow and Stern Lines</td><td style="text-align: right;">10</td></tr> <tr><td>Passenger Safety</td><td style="text-align: right;">10</td></tr> <tr><td>Control of Dinghy Under Way</td><td style="text-align: right;">10</td></tr> <tr><td>Treatment of Passenger</td><td style="text-align: right;">10</td></tr> <tr><td>Mooring Alongside</td><td style="text-align: right;">5</td></tr> <tr><td>Move Dinghy to Safety</td><td style="text-align: right;">5</td></tr> <tr><td>Departure</td><td style="text-align: right;">10</td></tr> <tr><td>Safety</td><td style="text-align: right;">5</td></tr> <tr><td>Skipper Instruction</td><td style="text-align: right;">10</td></tr> <tr><td>Judge's Discretion</td><td style="text-align: right;">10</td></tr> <tr><td>TOTAL</td><td style="text-align: right;">100</td></tr> </table>			Temporary Mooring	5	'Capture' Rescued Dinghy	10	Bow and Stern Lines	10	Passenger Safety	10	Control of Dinghy Under Way	10	Treatment of Passenger	10	Mooring Alongside	5	Move Dinghy to Safety	5	Departure	10	Safety	5	Skipper Instruction	10	Judge's Discretion	10	TOTAL	100
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<u>Expectations:</u>																														
<ul style="list-style-type: none"> ▪ You are expected to act in a seamanlike manner and take the boat alongside. ▪ The way the lines are attached and controlled and how they work are important. ▪ Crew should work with the skipper advising him distances and any problems. 																														

Designed By: Michael Shefras, 1980.
Issue No: 4, 17 November 2006

1. Rescue A Floating Dinghy And Passenger

Competition: _____ Date: _____ Judge: _____

DRAWN											
Boat Name	MAXIMUM POINTS										
Temporary moor	5										
'Capture' Rescued Dinghy	10										
Bow & Stern Lines	10										
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Depart	10										
Safety	5										
Skipper Inst	10										
Judge's discretion	10										
Total	100										
Final Place											

PLEASE COMPLETE THE GRID AS YOU MARK. GIVE THE FORM TO ORGANISER WHEN YOU HAVE FINISHED.
PLEASE DO NOT AVERAGE WITH YOUR PARTNER JUDGE, THE ORGANISER WILL FINALISE AND PLACE

<u>Difficulty:</u>	<u>Very Experienced</u>	<u>Difficult</u>	<u>Not Too Difficult</u>	<u>Beginner</u>																																		
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<ul style="list-style-type: none"> ▪ Bow line from the boat to the shore and return ▪ Stern line from the boat to the shore and return ▪ Stern Spring line from the boat to the shore with a double turn ▪ Bow Spring from the boat to the shore with a double turn ▪ Make double turns on bow and stern lines ▪ Inform Judges that you are moored ▪ Single up bow line ▪ Single up stern line ▪ Place Fender at Stern Quarter ▪ Turn Stern Spring into line from boat to shore and return (Safety line is acceptable) ▪ Cast off Bow Spring ▪ Cast off Stern line ▪ Cast off Bow Line ▪ Spring Off and recover Stern Spring and Fender 	<p>It is expected that the boat approach the mooring in a controlled fashion.</p> <p>The first line should be thrown from the bow, followed by the stern.</p> <p>A crew member should then go ashore and take the springs secured with a loop ashore.</p> <p>All loops and lines should have a second turn.</p> <p>Springs should be piano wire taut</p> <p>Judges discretion on the slick way the manoeuvre is carried out noting that the aft spring should remain taut until cast off.</p> <p>THERE MUST BE NO DEVIATION!</p> <p>Marks that will be given – up to a maximum of the following:</p> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Approach</td><td style="text-align: right;">5</td></tr> <tr><td>Bow Line</td><td style="text-align: right;">5</td></tr> <tr><td>Stern Line</td><td style="text-align: right;">5</td></tr> <tr><td>Stern Spring (Forward Spring)</td><td style="text-align: right;">5</td></tr> <tr><td>Bow Spring (Aft Spring)</td><td style="text-align: right;">5</td></tr> <tr><td>Double Turns</td><td style="text-align: right;">5</td></tr> <tr><td>Single up Bow</td><td style="text-align: right;">5</td></tr> <tr><td>Single Up Stern Place Fender</td><td style="text-align: right;">5</td></tr> <tr><td>Turn Stern Spring into slipping spring</td><td style="text-align: right;">10</td></tr> <tr><td>Cast off Bow spring</td><td style="text-align: right;">5</td></tr> <tr><td>Cast off Stern Line</td><td style="text-align: right;">5</td></tr> <tr><td>Cast off Bow Line.....</td><td style="text-align: right;">5</td></tr> <tr><td>Use line to spring off</td><td style="text-align: right;">10</td></tr> <tr><td>Safety</td><td style="text-align: right;">5</td></tr> <tr><td>Skipper's Instructions</td><td style="text-align: right;">10</td></tr> <tr><td>Judge's Discretion.....</td><td style="text-align: right;"><u>10</u></td></tr> <tr><td>TOTAL</td><td style="text-align: right;">100</td></tr> </table>				Approach	5	Bow Line	5	Stern Line	5	Stern Spring (Forward Spring)	5	Bow Spring (Aft Spring)	5	Double Turns	5	Single up Bow	5	Single Up Stern Place Fender	5	Turn Stern Spring into slipping spring	10	Cast off Bow spring	5	Cast off Stern Line	5	Cast off Bow Line.....	5	Use line to spring off	10	Safety	5	Skipper's Instructions	10	Judge's Discretion.....	<u>10</u>	TOTAL	100
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Cast off Stern Line	5																																					
Cast off Bow Line.....	5																																					
Use line to spring off	10																																					
Safety	5																																					
Skipper's Instructions	10																																					
Judge's Discretion.....	<u>10</u>																																					
TOTAL	100																																					
<u>Expectations:</u>																																						
<p>Skipper and crew should be well aware of what they are being asked to do.</p> <p>Each segment should follow through without delay and in a co-ordinated fashion.</p> <p>There must be no deviation from the instruction.</p>																																						

PLEASE COMPLETE THE GRID AS YOU MARK. GIVE THE FORM TO ORGANISER WHEN YOU HAVE FINISHED.
PLEASE DO NOT AVERAGE WITH YOUR PARTNER JUDGE, THE ORGANISER WILL FINALISE AND PLACE

**Exercise
Desc.**

3. Basic Anchoring to a Stern Transit

<i>Difficulty:</i>	<u>Very Experienced</u>	<u>Difficult</u>	<u>Not Too Difficult</u>	<u>Beginner</u>																										
<i>Expected Time to Complete (minutes):</i>	15																													
<u>Exercise Objectives:</u>	<u>Special Instructions to Judges:</u>																													
<ul style="list-style-type: none"> ▪ Anchor in a position to enable the craft to finish with its stern in line with a transit clearly indicated on the shore. ▪ When the competitor is happy that the stern is in line with the transit he should indicate to the judges. ▪ The boat should remain in this position for a minute. ▪ The judges will confirm that this has been noted and the competitor will retrieve the anchor, buoy and ball. 	<p>The boat must be stationary or moving slightly astern when the anchor is dropped.</p> <p>The boat should go astern steadily and not jerking.</p> <p>It is acceptable for the competitor to stop and snub the anchor.</p> <p>The stern must be within half a metre of the transit either way. If the boat takes up chain and moves away from the transit, it must lose points.</p> <p>The boat should motor to the anchor position before the anchor is retrieved.</p> <p>Allowances may be made for manual winches.</p>																													
<u>Expectations:</u>	Marks that will be given – up to a maximum of the following:																													
<ul style="list-style-type: none"> ▪ An anchor buoy and ball are required. ▪ The competitor should know the depth of the water and how much chain he has out. ▪ Powered winches are acceptable to recover the anchor, but there should be no pressure on the chain making sure that the boat motors to the anchor and not the winch pulling the boat forward. 	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding-left: 20px;">Stem the stream and prepare to drop anchor</td> <td style="text-align: right;">5</td> </tr> <tr> <td style="padding-left: 20px;">Movement of boat as anchor is dropped</td> <td style="text-align: right;">10</td> </tr> <tr> <td style="padding-left: 20px;">Aware of depth and amount of chain out</td> <td style="text-align: right;">5</td> </tr> <tr> <td style="padding-left: 20px;">Hold Final Position</td> <td style="text-align: right;">10</td> </tr> <tr> <td style="padding-left: 20px;">Anchor buoy and ball</td> <td style="text-align: right;">10</td> </tr> <tr> <td style="padding-left: 20px;">Motor forward to retrieve anchor</td> <td style="text-align: right;">5</td> </tr> <tr> <td style="padding-left: 20px;">Cooperation of crew</td> <td style="text-align: right;">10</td> </tr> <tr> <td style="padding-left: 20px;">Retrieve anchor</td> <td style="text-align: right;">10</td> </tr> <tr> <td style="padding-left: 20px;">Retrieve anchor buoy and remove ball</td> <td style="text-align: right;">10</td> </tr> <tr> <td style="padding-left: 20px;">Safety</td> <td style="text-align: right;">5</td> </tr> <tr> <td style="padding-left: 20px;">Skipper's Instruction</td> <td style="text-align: right;">10</td> </tr> <tr> <td style="padding-left: 20px;">Judges Discretion</td> <td style="text-align: right;">10</td> </tr> <tr> <td style="padding-left: 20px;">TOTAL</td> <td style="text-align: right;">100</td> </tr> </table>				Stem the stream and prepare to drop anchor	5	Movement of boat as anchor is dropped	10	Aware of depth and amount of chain out	5	Hold Final Position	10	Anchor buoy and ball	10	Motor forward to retrieve anchor	5	Cooperation of crew	10	Retrieve anchor	10	Retrieve anchor buoy and remove ball	10	Safety	5	Skipper's Instruction	10	Judges Discretion	10	TOTAL	100
Stem the stream and prepare to drop anchor	5																													
Movement of boat as anchor is dropped	10																													
Aware of depth and amount of chain out	5																													
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Retrieve anchor buoy and remove ball	10																													
Safety	5																													
Skipper's Instruction	10																													
Judges Discretion	10																													
TOTAL	100																													

Competition: _ _ _ _ _ Date: _ _ _ _ _ Judge: _ _ _ _ _

DRAWN											
	Boat Name	MAXIMUM POINTS									
Stem the stream and prepare to drop anchor		5									
Movement of boat as anchor is dropped		10									
Aware of depth and amount of chain out		5									
Hold final position		10									
Anchor buoy and ball		10									
Motor forward to retrieve anchor		5									
Cooperation of crew		10									
Retrieve anchor		10									
Retrieve anchor buoy and remove ball		10									
Safety		5									
Skipper Inst		10									
Judge's discretion		10									
Total		100									
Final Place											

PLEASE COMPLETE THE GRID AS YOU MARK. GIVE THE FORM TO ORGANISER WHEN YOU HAVE FINISHED.
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4. Heave Lines and Moor for Long Stay and Casting Off Astern

<u>Difficulty:</u>	<u>Very Experienced</u>	<u>Difficult</u>	<u>Not Too Difficult</u>	<u>Beginner</u>																								
<i>Expected Time to Complete (minutes):</i>			12	15																								
<u>Exercise Objectives:</u>	<u>Special Instructions to Judges:</u>																											
<ul style="list-style-type: none"> ▪ Stop the boat so that the port side is 3m from the moored craft. (Checked by judges) ▪ Heave Bow Line to a judge or designated person indicating cleat required ▪ Heave Stern Line a judge or designated person ashore indicating cleat required ▪ Pull craft to moor alongside and make fast for a Long Stay ▪ Stern and Bow Springs with fixed loops on the mooring and lines made fast on your boat ▪ (Glossary definition Forward (Stern) and Aft (Bow) Spring) ▪ Casting Off ▪ Place extra Fender on the Bow ▪ Single up bow and stern lines returning lines to boat ▪ Single up both springs back to the boat ▪ Cast off stern spring ▪ Cast off stern line ▪ Cast off bow ▪ Spring off aft using bow spring and recover mooring line 	<p>The boat should be still in the water</p> <p>The crew should throw both lines leaving the helm person in control until both lines are secured</p> <p>The helm can be changed to enable the strongest crew throwing the lines</p> <p>There should be turns around all cleats</p> <p>Ensure that the Spring line works. The boat should run forward against the line and work against the fender.</p> <p>Marks that will be given – up to a maximum of the following:</p> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Boat in the correct position</td><td style="text-align: right;">10</td></tr> <tr><td>Heave Bow Line</td><td style="text-align: right;">10</td></tr> <tr><td>Heave Stern or Spring</td><td style="text-align: right;">10</td></tr> <tr><td>Pull into Mooring</td><td style="text-align: right;">10</td></tr> <tr><td>Aft and Fwd Spring</td><td style="text-align: right;">15</td></tr> <tr><td>Preparation for Casting Off</td><td style="text-align: right;">5</td></tr> <tr><td>Springing off Astern</td><td style="text-align: right;">10</td></tr> <tr><td>Fendering</td><td style="text-align: right;">5</td></tr> <tr><td>Safety</td><td style="text-align: right;">5</td></tr> <tr><td>Skipper's Instruction</td><td style="text-align: right;">10</td></tr> <tr><td>Judge's discretion</td><td style="text-align: right;">10</td></tr> <tr><td>TOTAL</td><td style="text-align: right;">100</td></tr> </table>				Boat in the correct position	10	Heave Bow Line	10	Heave Stern or Spring	10	Pull into Mooring	10	Aft and Fwd Spring	15	Preparation for Casting Off	5	Springing off Astern	10	Fendering	5	Safety	5	Skipper's Instruction	10	Judge's discretion	10	TOTAL	100
Boat in the correct position	10																											
Heave Bow Line	10																											
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Springing off Astern	10																											
Fendering	5																											
Safety	5																											
Skipper's Instruction	10																											
Judge's discretion	10																											
TOTAL	100																											
<u>Expectations:</u>																												
<ul style="list-style-type: none"> ▪ Craft should be stopped or stemming the stream ▪ Craft should be adequately fendered ▪ Heave lines to a judge or designated person aboard craft indicating cleat required. ▪ The 3 metre gap must be maintained until the first two lines are secure ▪ Boat should be heaved in slightly bow into the mooring ▪ Bow and Stern lines should have a turn around the cleats ▪ Spring off aft making sure the river is clear 																												

Designed By: ATYC Forum, 2006.
Issue No: 4, 17 November 2006

Competition: _ _ _ _ _ Date: _ _ _ _ _ Judge: _ _ _ _ _

DRAWN											
	Boat Name	MAXIMUM POINTS									
Boat in Correct Position		10									
Heave Bow Line		10									
Heave Stern or Spring Line		10									
Pull Into Mooring		10									
Aft and Forward Spring		15									
Preparation for Casting Off		5									
Springing off Astern		10									
Fendering		5									
Safety		5									
Skipper Inst		10									
Judge's discretion		10									
Total		100									
Final Place											

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<u>Difficulty:</u>		<u>Very Experienced</u>	<u>Difficult</u>	<u>Not Too Difficult</u>	<u>Beginner</u>																								
<i>Expected Time to Complete (minutes):</i>		10																											
<u>Exercise Objectives:</u>			<u>Special Instructions to Judges:</u>																										
<ul style="list-style-type: none"> ▪ Touch the buoy with the bow of the boat heading into the predominant force of wind or stream. ▪ Using the boat power move the boat through 180 degrees and touch the buoy again with the bow. ▪ Repeat so that the boat finishes in the same position as the start with the bow touching the buoy. ▪ BOW OR STERN THRUSTERS WILL NOT BE USED 			<p>A crew member should be on the bow communicating distances and guiding the helmsman.</p> <p>Marks that will be given – up to a maximum of the following:</p> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Approach to Buoy</td><td style="text-align: right;">10</td></tr> <tr><td>Crew communication</td><td style="text-align: right;">10</td></tr> <tr><td>Touch Buoy</td><td style="text-align: right;">5</td></tr> <tr><td>Manoeuvre through 180 degrees</td><td style="text-align: right;">15</td></tr> <tr><td>Touch Buoy</td><td style="text-align: right;">5</td></tr> <tr><td>Manoeuvre through 180 degrees</td><td style="text-align: right;">15</td></tr> <tr><td>Touch Buoy</td><td style="text-align: right;">5</td></tr> <tr><td>Distance maintained to buoy while moving</td><td style="text-align: right;">10</td></tr> <tr><td>Safety</td><td style="text-align: right;">5</td></tr> <tr><td>Skipper's Instruction</td><td style="text-align: right;">10</td></tr> <tr><td>Judge's Discretion</td><td style="text-align: right;">10</td></tr> <tr><td>TOTAL</td><td style="text-align: right;">100</td></tr> </table>			Approach to Buoy	10	Crew communication	10	Touch Buoy	5	Manoeuvre through 180 degrees	15	Touch Buoy	5	Manoeuvre through 180 degrees	15	Touch Buoy	5	Distance maintained to buoy while moving	10	Safety	5	Skipper's Instruction	10	Judge's Discretion	10	TOTAL	100
Approach to Buoy	10																												
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Touch Buoy	5																												
Distance maintained to buoy while moving	10																												
Safety	5																												
Skipper's Instruction	10																												
Judge's Discretion	10																												
TOTAL	100																												
<u>Expectations:</u>																													
<ul style="list-style-type: none"> ▪ The boat will move comfortably without undue power surges. ▪ One part of the boat to remain within 4 metres of the buoy. ▪ Be cognisant of traffic. ▪ A fender over the bow to touch the buoy is acceptable. 																													

Competition: _ _ _ _ _ Date: _ _ _ _ _ Judge: _ _ _ _ _

DRAWN											
Boat Name	MAXIMUM POINTS										
Approach to buoy	10										
Crew Communication	10										
Touch Buoy	5										
Manoeuvre through 180 degrees	15										
Touch Buoy	5										
Manoeuvre through 180 degrees	15										
Touch Buoy	5										
Distance maintained to buoy while moving	10										
Safety	5										
Skipper Inst	10										
Judge's discretion	10										
Total	100										
Final Place											

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<u>Difficulty:</u>	<u>Very Experienced</u>	<u>Difficult</u>	<u>Not Too Difficult</u>	<u>Beginner</u>
<i>Expected Time to Complete (minutes):</i>	15			
<u>Exercise Objectives:</u>	<u>Special Instructions to Judges:</u>			
<ul style="list-style-type: none"> ▪ Use two anchors to hold boat off berth ▪ Manoeuvre boat to an alongside position ▪ Without getting off the boat, secure the boat for a "long stay" ▪ When completed, cast off ▪ Retrieve the anchors. 	<p>It is the skipper's choice to decide which anchor to drop first. (It may differ if single handed.)</p> <p>Veering his lines to enable him to drive forward to drop his main anchor.</p> <p>Veering his chain once anchored he will manoeuvre his boat so that the crew can throw a Thames Style bow line.</p> <p>Then the stern line, followed by a spring from aft cleat and then by a spring from the bow all tied Thames style with double turns.</p> <p>It should be possible to make a second turn around the shore bollards by using the mooring lines from the boat.</p> <p>Once moored the skipper will advise the judges and cast off. In the following order - forward spring, aft spring, stern line and then the bow line.</p> <p>The boat should be pulled back to the kedge, veering the bow chain at the same time.</p> <p>Once the kedge has been retrieved the boat can motor up to the anchor and the main anchor retrieved.</p> <p>It is easier and safer to retrieve the kedge over the bow. If done well judge's discretion marks could be used</p> <p>Marks that will be given – up to a maximum of the following:</p> <p>First Anchor 10 Second Anchor 10 Manoeuvre into position 10 Bow and Stern Lines with turns 10 Spring Lines with Turns 10 Casting Off 10 Retrieval of first Anchor 10 Retrieval of Second Anchor 5 Safety 5 Skipper's Instruction 10 Judge's discretion 10 TOTAL 100</p>			
<u>Expectations:</u>				
<ul style="list-style-type: none"> ▪ Competitors will drop their two anchors in the method that suites their objective. Using engine power, drive the boat to the pontoon enabling the crew to throw four mooring lines "Thames Style". ▪ Once moored the skipper will advise the judges and cast off. It would be expected that the kedge anchor be retrieved, leaving the boat free to move up to the anchor under power. 				

Competition: _ _ _ _ _ Date: _ _ _ _ _ Judge: _ _ _ _ _

DRAWN											
Boat Name	MAXIMUM POINTS										
First Anchor	10										
Second Anchor	10										
Manoeuvre into position	10										
Bow and Stern Lines with Turns	10										
Spring Lines with Turns	10										
Casting Off	10										
Retrieval of First Anchor	10										
Retrieval of Second Anchor	5										
Safety	5										
Skipper Inst	10										
Judge's discretion	10										
Total	100										
Final Place											

PLEASE COMPLETE THE GRID AS YOU MARK. GIVE THE FORM TO ORGANISER WHEN YOU HAVE FINISHED.
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7. Single Handed Mooring Without Stepping Ashore

<u>Difficulty:</u>		<u>Very Experienced</u>	<u>Difficult</u>	<u>Not Too Difficult</u>	<u>Beginner</u>																						
<i>Expected Time to Complete (minutes):</i>		10																									
<u>Exercise Objectives:</u>			<u>Special Instructions to Judges:</u>																								
<ul style="list-style-type: none"> ▪ Moor alongside where indicated. ▪ Cast bow line, stern line and one spring with double turns ashore. ▪ A safety or breast line is acceptable. ▪ DO NOT STEP OFF THE BOAT ▪ When moored, indicate to the judges that you have done so. ▪ Vacate the mooring in any way you choose. 			<p>Each competitor will decide how a clean and tidy result can best be achieved.</p> <p>Marks that will be given – up to a maximum of the following:</p> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Approach and fenders</td><td style="text-align: right;">10</td></tr> <tr><td>Bow and Stern Lines</td><td style="text-align: right;">15</td></tr> <tr><td>Spring.....</td><td style="text-align: right;">10</td></tr> <tr><td>Double Turns</td><td style="text-align: right;">10</td></tr> <tr><td>Preparation and casting off.....</td><td style="text-align: right;">10</td></tr> <tr><td>Did not step ashore.....</td><td style="text-align: right;">10</td></tr> <tr><td>Departure</td><td style="text-align: right;">10</td></tr> <tr><td>Safety</td><td style="text-align: right;">5</td></tr> <tr><td>Skipper's Instruction</td><td style="text-align: right;">10</td></tr> <tr><td>Judge's discretion</td><td style="text-align: right;"><u>10</u></td></tr> <tr><td>TOTAL</td><td style="text-align: right;">100</td></tr> </table>			Approach and fenders	10	Bow and Stern Lines	15	Spring.....	10	Double Turns	10	Preparation and casting off.....	10	Did not step ashore.....	10	Departure	10	Safety	5	Skipper's Instruction	10	Judge's discretion	<u>10</u>	TOTAL	100
Approach and fenders	10																										
Bow and Stern Lines	15																										
Spring.....	10																										
Double Turns	10																										
Preparation and casting off.....	10																										
Did not step ashore.....	10																										
Departure	10																										
Safety	5																										
Skipper's Instruction	10																										
Judge's discretion	<u>10</u>																										
TOTAL	100																										
<u>Expectations:</u>																											
<ul style="list-style-type: none"> ▪ Lines thrown cleanly around the bollards. ▪ Double turns achieved. ▪ Lines singled up prior to casting off. ▪ Lines cast off in correct order to minimise any movement while helm is unmanned. 																											

7. Single Handed Mooring Without Stepping Ashore

Competition: _____ Date: _____ Judge: _____

DRAWN											
Boat Name	MAXIMUM POINTS										
Approach and fenders	10										
Bow and Stern Lines	15										
Spring	10										
Double Turns	10										
Preparation and Casting Off	10										
Did not step ashore	10										
Departure	10										
Safety	5										
Skipper Inst	10										
Judge's discretion	10										
Total	100										
Final Place											

PLEASE COMPLETE THE GRID AS YOU MARK. GIVE THE FORM TO ORGANISER WHEN YOU HAVE FINISHED.
PLEASE DO NOT AVERAGE WITH YOUR PARTNER JUDGE, THE ORGANISER WILL FINALISE AND PLACE

<u>Difficulty:</u>	<u>Very Experienced</u>	<u>Difficult</u>	<u>Not Too Difficult</u>	<u>Beginner</u>
<i>Expected Time to Complete (minutes):</i>		12	15	
<u>Exercise Objectives:</u>		<u>Special Instructions to Judges:</u>		
<ul style="list-style-type: none"> ▪ Drop and snub anchor, veer chain and reverse into specified mooring stern too. ▪ Moor to pontoon with two crossed stern lines. (A first safety line is acceptable) ▪ NOTE: If the design of the boat precludes crossed lines the Judges must be advised and a suitable alternative mooring carried out. ▪ Rig a third line to combat stream or wind. ▪ When properly moored advise the judges ▪ Cast off and retrieve the anchor. 		<p>The anchor should hold the bow properly. If there is an element the anchor should be into the wind or current which ever is the stronger when the boat is moored.</p> <p>It is in order to put a safety line on the quarter that is the one into the element. It can be left and can be adjusted if felt desirable to be loose after the main stern lines have been placed.</p> <p>Convention requires stern lines be crossed to act as springs. If the design of the boat being moored precludes this providing the boat is adequately moored boats will be judged accordingly.</p> <p>How the crew work together and co-ordinate their activity is vital for the clean operation of this exercise.</p> <p>Casting off is a complete reverse of the operation, casting off the safety line last and moving up to the anchor to retrieve it and there should be an anchor buoy.</p> <p>(NOTE: As the boat is technically moored, and not anchored, a black ball is not required)</p>		
<u>Expectations:</u>		Marks that will be given – up to a maximum of the following:		
<ul style="list-style-type: none"> ▪ The anchor is dropped to give a proper holding. ▪ The anchor is placed taking into account the prevailing conditions. ▪ The craft is reversed into the mooring under complete control and should not “bump” the pontoon. ▪ The craft should be finally moored away from the pontoon with crossed stern lines. 		<ul style="list-style-type: none"> Position of Anchor and Buoy 10 Veer Chain and Reverse into Mooring..... 10 First Line 10 Second Lines 10 Other Lines 5 Final Mooring Position 10 Casting Off..... 10 Retrieve Anchor 10 Skippers Instruction 10 Safety..... 5 Judge’s discretion 10 100 		

Competition: _ _ _ _ _ Date: _ _ _ _ _ Judge: _ _ _ _ _

DRAWN											
Boat Name	MAXIMUM POINTS										
Position of Anchor and Buoy	10										
Veer chain and reverse into mooring	10										
First Line	10										
Second Line	10										
Other Lines	5										
Final Mooring Position	10										
Casting off	10										
Retrieve Anchor	10										
Safety	5										
Skipper Inst	10										
Judge's discretion	10										
Total	100										
Final Place											

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PLEASE DO NOT AVERAGE WITH YOUR PARTNER JUDGE, THE ORGANISER WILL FINALISE AND PLACE

**Exercise
Desc.**

9. Temporary Mooring and Stream Off Pile

<u>Difficulty:</u>	<u>Very Experienced</u>	<u>Difficult</u>	<u>Not Too Difficult</u>	<u>Beginner</u>
<i>Expected Time to Complete (minutes):</i>	15			
<u>Exercise Objectives:</u>	<u>Special Instructions to Judges:</u>			
<ul style="list-style-type: none"> ▪ Moor your boat so that only half of it is alongside the pontoon. ▪ Use temporary mooring ▪ Arrange two lines tied with long bowlines from the downstream pile and take back to the boat. ▪ Cast off from the pontoon and stream off the pile. ▪ When comfortably moored, advise the judges and then cast off and vacate the area. 	<p>A one line temporary mooring is acceptable so long as the boat does not move.</p> <p>The boat can moor either way I to set the lines but must finish the test bow upstream.</p> <p>Marks that will be given – up to a maximum of the following:</p> <p>Approach 10 Temporary Mooring 15 Rig Mooring lines and tie bowlines 15 Manoeuvre boat into final position 10 Final Position with both Lines Taught 15 Cast off and departure 10 Safety 5 Skipper's Instruction 10 Judge's discretion <u>10</u> TOTAL 100</p>			
<u>Expectations:</u>				
<ul style="list-style-type: none"> ▪ A temporary mooring is required. ▪ Final mooring lines should be of equal length and tension and released from the boat so the loops need to be large enough. ▪ Engines may be used to stream off. 				

Designed By: STANDING, 2006.
Issue No: 4, 17 November 2006

Competition: _ _ _ _ _ Date: _ _ _ _ _ Judge: _ _ _ _ _

DRAWN											
	Boat Name	MAXIMUM POINTS									
Approach		10									
Temporary Mooring		15									
Rig Mooring lines and tie bowlines		15									
Manoeuvre boat into final position		10									
Final Position with both Lines Taught		15									
Cast off and departure		10									
Safety		5									
Skipper Inst		10									
Judge's discretion		10									
Total		100									
Final Place											

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PLEASE DO NOT AVERAGE WITH YOUR PARTNER JUDGE, THE ORGANISER WILL FINALISE AND PLACE

**Exercise
Desc.**

10. Take an Unmanned Boat in Tow

<u>Difficulty:</u>	<u>Very Experienced</u>	<u>Difficult</u>	<u>Not Too Difficult</u>	<u>Beginner</u>																										
<i>Expected Time to Complete (minutes):</i>	15	20																												
<u>Exercise Objectives:</u>		<u>Special Instructions to Judges:</u>																												
<ul style="list-style-type: none"> ▪ You are required to moor your boat to pick up judges – temporary mooring. ▪ You are required to rescue the boat indicated by the judges. ▪ There is no emergency – assume the unmanned boat is adrift (ignore the safety crew). ▪ Secure the boat for an alongside tow and moor alongside for a short stay where you picked up the judges. ▪ Depart from the mooring. 		<p>The crew should be seen to set the helm of the rescued boat.</p> <p>The main part of the test is how tightly the rescued boat is tied alongside.</p> <p>The rescued boat's transom should be forward of the salvage boat's transom.</p> <p>There should be no surge when taken in tow.</p> <p>Communication between skipper and crew and control of the boats at all times.</p> <p>The crew should communicate distances and information back to the helmsman.</p>																												
<u>Expectations:</u>		Marks that will be given – up to a maximum of the following:																												
<ul style="list-style-type: none"> ▪ You are expected to act in a seaman like manner and take the boat alongside. ▪ The way the lines are attached and controlled and how they work is important. ▪ Crew should work with the skipper advising him distances and any problems. 		<table style="width: 100%; border-collapse: collapse;"> <tr> <td>Temporary mooring.....</td> <td style="text-align: right;">5</td> </tr> <tr> <td>Capture of rescued boat</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Bow and Stern Lines</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Aft Spring</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Forward Spring</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Control of boat underway and action of lines</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Adjustment of Helm</td> <td style="text-align: right;">5</td> </tr> <tr> <td>Mooring alongside</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Departure</td> <td style="text-align: right;">5</td> </tr> <tr> <td>Safety</td> <td style="text-align: right;">5</td> </tr> <tr> <td>Skipper's Instruction</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Judge's discretion</td> <td style="text-align: right;">10</td> </tr> <tr> <td>TOTAL</td> <td style="text-align: right;">100</td> </tr> </table>			Temporary mooring.....	5	Capture of rescued boat	10	Bow and Stern Lines	10	Aft Spring	10	Forward Spring	10	Control of boat underway and action of lines	10	Adjustment of Helm	5	Mooring alongside	10	Departure	5	Safety	5	Skipper's Instruction	10	Judge's discretion	10	TOTAL	100
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Competition: _ _ _ _ _ Date: _ _ _ _ _ Judge: _ _ _ _ _

DRAWN											
Boat Name	MAXIMUM POINTS										
Temporary mooring	5										
Capture of rescue boat	10										
Bow and Stern Lines	10										
Aft Spring	10										
Forward Spring	10										
Control of boat underway and action of lines	10										
Adjustment of Helm	5										
Mooring alongside	10										
Departure	5										
Safety	5										
Skipper Inst	10										
Judge's discretion	10										
Total	100										
Final Place											

PLEASE COMPLETE THE GRID AS YOU MARK. GIVE THE FORM TO ORGANISER WHEN YOU HAVE FINISHED.
PLEASE DO NOT AVERAGE WITH YOUR PARTNER JUDGE, THE ORGANISER WILL FINALISE AND PLACE

<u>Difficulty:</u>		<u>Very Experienced</u>	<u>Difficult</u>	<u>Not Too Difficult</u>	<u>Beginner</u>																						
<i>Expected Time to Complete (minutes):</i>		20																									
<u>Exercise Objectives:</u>			<u>Special Instructions to Judges:</u>																								
<ul style="list-style-type: none"> ▪ Moor alongside the pontoon for a long stay ▪ Skipper and crew will transfer to the strange boat moored ahead. ▪ Cast it off and manoeuvre it as directed by the judges. ▪ On returning, moor alongside your own boat for a short stay. 			<p>This is a test of how the skipper drives a strange boat. Depending on the way the strange boat is moored he/she may wish to use the springs to cast off.</p> <p>Apart from trying the astern gear to see which way the propeller kicks, he/she should drive the boat smoothly and easily, without any other undue manoeuvres.</p> <p>He/she should moor alongside his own boat using his crew to the best advantage and moor for a short stay.</p>																								
<u>Expectations:</u>			Marks that will be given – up to a maximum of the following:																								
<ul style="list-style-type: none"> ▪ The skipper should use the strange boat in the best possible way. He should cast off in any way he feels right for him and the boat and turn the boat so that he can manoeuvre it as directed. ▪ He should use his crew in the best possible way to enable him to moor the boat alongside his own boat, for a short stay. 			<table style="width: 100%; border-collapse: collapse;"> <tr> <td>Approach</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Long Stay mooring.....</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Check Strange Boat</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Cast of Strange Boat</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Manoeuvre Strange Boat</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Approach Own Boat</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Moor alongside for short stay.....</td> <td style="text-align: right;">15</td> </tr> <tr> <td>Safety</td> <td style="text-align: right;">5</td> </tr> <tr> <td>Skipper's Instruction</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Judge's discretion</td> <td style="text-align: right;"><u>10</u></td> </tr> <tr> <td>TOTAL</td> <td style="text-align: right;">100</td> </tr> </table>			Approach	10	Long Stay mooring.....	10	Check Strange Boat	10	Cast of Strange Boat	10	Manoeuvre Strange Boat	10	Approach Own Boat	10	Moor alongside for short stay.....	15	Safety	5	Skipper's Instruction	10	Judge's discretion	<u>10</u>	TOTAL	100
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Competition: _ _ _ _ _ Date: _ _ _ _ _ Judge: _ _ _ _ _

DRAWN											
Boat Name	MAXIMUM POINTS										
Approach	10										
Moor for Long Stay	10										
Check Strange Boat	10										
Cast Off Strange Boat	10										
Manoeuvre Strange Boat	10										
Approach Own Boat	10										
Moor alongside for short stay	15										
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Judge's discretion	10										
Total	100										
Final Place											

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PLEASE DO NOT AVERAGE WITH YOUR PARTNER JUDGE, THE ORGANISER WILL FINALISE AND PLACE

<u>Difficulty:</u>		<u>Very Experienced</u>	<u>Difficult</u>	<u>Not Too Difficult</u>	<u>Beginner</u>																										
<i>Expected Time to Complete (minutes):</i>		15																													
<u>Exercise Objectives:</u>			<u>Special Instructions to Judges:</u>																												
<ul style="list-style-type: none"> ▪ Drop Anchor above and in line with pile. ▪ Veer Anchor to allow crew to touch the pile. (If there are davits then touching the pile with a boat hook.) ▪ Position the boat so that the boat finishes approximately 5 metres from the pile using engines and or winch. ▪ When finished and advised by the judges up anchor and depart. 			<p>The crew should be used to advise what is happening with the anchor and how much chain has been let go.</p> <p>The crew should co-ordinate with the helm at all times.</p> <p>As the boat is anchored and not made fast to the shore, an anchor ball is required.</p> <p>Use of electric winch is acceptable</p> <p>Marks that will be given – up to a maximum of the following:</p>																												
<u>Expectations:</u>			<table style="width: 100%; border-collapse: collapse;"> <tr> <td>Position of Boat to drop anchor</td> <td style="text-align: right;">5</td> </tr> <tr> <td>Dropping anchor</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Communication between crew and skipper</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Veer to Pile</td> <td style="text-align: right;">5</td> </tr> <tr> <td>Touch Pile</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Drive forward and final position</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Buoy and Ball</td> <td style="text-align: right;">5</td> </tr> <tr> <td>Retrieve anchor</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Retrieve Buoy and remove ball</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Safety</td> <td style="text-align: right;">5</td> </tr> <tr> <td>Skipper's Instruction</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Judge's discretion</td> <td style="text-align: right;"><u>10</u></td> </tr> <tr> <td>TOTAL</td> <td style="text-align: right;">100</td> </tr> </table>			Position of Boat to drop anchor	5	Dropping anchor	10	Communication between crew and skipper	10	Veer to Pile	5	Touch Pile	10	Drive forward and final position	10	Buoy and Ball	5	Retrieve anchor	10	Retrieve Buoy and remove ball	10	Safety	5	Skipper's Instruction	10	Judge's discretion	<u>10</u>	TOTAL	100
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Judge's discretion	<u>10</u>																														
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<ul style="list-style-type: none"> ▪ The boat should be still in the water or just in reverse when the anchor is dropped. ▪ The anchor should be marked with an anchor ball. ▪ The boat should veer astern under control and under power. ▪ The anchor should have been snubbed. ▪ When retrieving the anchor the boat should motor up to the anchor buoy advised by the crew and the anchor should be pulled out of the water, slowly as it breaks the water. ▪ The anchor chain should be marked, and the helmsperson is aware of the depth of the water. 																															

Competition: _____ Date: _____ Judge: _____

DRAWN											
Boat Name	MAXIMUM POINTS										
Position of Boat to drop anchor	5										
Dropping anchor	10										
Communication between crew and skipper	10										
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<u>Difficulty:</u>		<u>Very Experienced</u>	<u>Difficult</u>	<u>Not Too Difficult</u>	<u>Beginner</u>																				
<i>Expected Time to Complete (minutes):</i>		20																							
<u>Exercise Objectives:</u>			<u>Special Instructions to Judges:</u>																						
<ul style="list-style-type: none"> ▪ Tie along side moored boat for temporary stay. ▪ Take boat in tow ASTERN. ▪ Tow boat around marker. ▪ Return boat to off original mooring position and safety crew will moor it. ▪ Recover Towing line 			<p>A relatively long towline sufficiently heavy to do the job. The towed boat should clear the marker. Tow line made fast to towed boat and made fast on towing boat by barge-mans hitch. Smooth tow expected without towing line snatching. Skill in stopping the tow when returned to a position off the original mooring. Skill in retrieving the mooring line.</p>																						
<u>Expectations:</u>			Marks that will be given – up to a maximum of the following:																						
<ul style="list-style-type: none"> ▪ Towline made fast to a central fixing on the bow of the towed boat. ▪ Moored to the towing boat by a line that can be undone under tension and from either a bridle or from a central point - not from either side single stern cleat. ▪ The towed boat will be crewed but crew will not participate unless there is problem apart from the final mooring. 			<table style="width: 100%; border-collapse: collapse;"> <tr> <td>Temporary mooring alongside</td> <td style="text-align: right;">15</td> </tr> <tr> <td>Preparation For Tow</td> <td style="text-align: right;">15</td> </tr> <tr> <td>Cast Off and Initial Tow</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Tow Around Marker</td> <td style="text-align: right;">15</td> </tr> <tr> <td>Stopping Towed Craft</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Release of Towed Craft</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Safety</td> <td style="text-align: right;">5</td> </tr> <tr> <td>Skipper's Instruction</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Judge's discretion</td> <td style="text-align: right;">10</td> </tr> <tr> <td>TOTAL</td> <td style="text-align: right;">100</td> </tr> </table>			Temporary mooring alongside	15	Preparation For Tow	15	Cast Off and Initial Tow	10	Tow Around Marker	15	Stopping Towed Craft	10	Release of Towed Craft	10	Safety	5	Skipper's Instruction	10	Judge's discretion	10	TOTAL	100
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Competition: _____ Date: _____ Judge: _____

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Safety	5										
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Final Place											

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**Exercise
Desc.**

14. Mooring on a Moored Boat

<i>Difficulty:</i>	<u>Very Experienced</u>	<u>Difficult</u>	<u>Not Too Difficult</u>	<u>Beginner</u>																								
<i>Expected Time to Complete (minutes):</i>	15																											
<u>Exercise Objectives:</u>	<u>Special Instructions to Judges:</u>																											
<ul style="list-style-type: none"> ▪ Moor alongside a moored boat for a long stay. ▪ Take fore and aft shore lines to moor to the shore. ▪ Cast off when instructed by judge. 	<p>Basic mooring exercise.</p> <p>Co-ordination and team work required.</p> <p>Marks that will be given – up to a maximum of the following:</p> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Approach and Fenders</td><td style="text-align: right;">10</td></tr> <tr><td>Bow and Stern Lines with turns</td><td style="text-align: right;">10</td></tr> <tr><td>Spring Lines with Turns</td><td style="text-align: right;">10</td></tr> <tr><td>Forward Shore line</td><td style="text-align: right;">10</td></tr> <tr><td>Aft Shore Line</td><td style="text-align: right;">10</td></tr> <tr><td>Casting Off Shore lines</td><td style="text-align: right;">10</td></tr> <tr><td>Casting Off from receiving boat</td><td style="text-align: right;">10</td></tr> <tr><td>Departures</td><td style="text-align: right;">5</td></tr> <tr><td>Safety</td><td style="text-align: right;">5</td></tr> <tr><td>Skipper's Instruction</td><td style="text-align: right;">10</td></tr> <tr><td>Judge's discretion</td><td style="text-align: right;"><u>10</u></td></tr> <tr><td>TOTAL</td><td style="text-align: right;">100</td></tr> </table>				Approach and Fenders	10	Bow and Stern Lines with turns	10	Spring Lines with Turns	10	Forward Shore line	10	Aft Shore Line	10	Casting Off Shore lines	10	Casting Off from receiving boat	10	Departures	5	Safety	5	Skipper's Instruction	10	Judge's discretion	<u>10</u>	TOTAL	100
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TOTAL	100																											
<u>Expectations:</u>																												
<ul style="list-style-type: none"> ▪ A tight temporary breast line to free the helmsperson to assist with the other lines is acceptable. ▪ The mooring boat is to be secured to the receiving boat by bow, stern and two spring lines. ▪ If there is a third crew then he or she should be put on the receiving boat to take lines. ▪ Shorelines should be ready and have a fixed loop (or bowline) at the end and be passed across the receiving boat. These lines should be tight enough to take pressure off receiving boats. ▪ As the crew is doing all the work the assumption must be that there is no-one on the receiving boats to give permission to moor or assist with the mooring. 																												

Designed By: Michael Shefras, 1980.
Issue No: 4, 17 November 2006

Competition: _ _ _ _ _ Date: _ _ _ _ _ Judge: _ _ _ _ _

DRAWN											
	Boat Name	MAXIMUM POINTS									
Approach and Fenders		10									
Bow and Stern Lines with Turns		10									
Spring Lines with Turns		10									
Forward Shore Line		10									
Aft Shore Line		10									
Casting Off Shore Lines		10									
Casting Off from receiving boat		10									
Departure		5									
Safety		5									
Skipper Inst		10									
Judge's discretion		10									
Total		100									
Final Place											

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**Exercise
Desc.**

15. Stem the Tide for 1 Minute

<i>Difficulty:</i>		<u>Very Experienced</u>	<u>Difficult</u>	<u>Not Too Difficult</u>	<u>Beginner</u>																		
<i>Expected Time to Complete (minutes):</i>																							
<u>Exercise Objectives:</u>			<u>Special Instructions to Judges:</u>																				
<ul style="list-style-type: none"> ▪ This test is described for Chiswick Pier but can be amended for any other tideway. ▪ Proceed down stream to HAMMERSMITH BRIDGE HEIGHT GAUGE. ▪ When called proceed up stream to a position approximately 30' out from the 2nd pile of the downstream end of Chiswick Pier. ▪ When in position, and ready, signal the controller and then stem the tide for one minute. 			<p>Watch the way the boat faces into the stream. See how much movement forward or astern. See how much movement side to side. Skippers control and awareness of transit. Any assistance from crew can be considered as a bonus.</p> <p>Marks that will be given – up to a maximum of the following:</p>																				
<u>Expectations:</u>																							
<ul style="list-style-type: none"> ▪ To show control of the boat against a tide or stream. ▪ Hold the boat steady in a straight line for a given time without moving forward, backwards or side to side. 			<table style="width: 100%; border-collapse: collapse;"> <tr> <td>Approach and Signal to Judge</td> <td style="text-align: right;">15</td> </tr> <tr> <td>Maintain Position In Stream</td> <td style="text-align: right;">15</td> </tr> <tr> <td>Maintain Position Across Stream</td> <td style="text-align: right;">15</td> </tr> <tr> <td>On Transit</td> <td style="text-align: right;">15</td> </tr> <tr> <td>Awareness of Traffic</td> <td style="text-align: right;">15</td> </tr> <tr> <td>Safety</td> <td style="text-align: right;">5</td> </tr> <tr> <td>Skipper's Instruction</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Judge's discretion</td> <td style="text-align: right;">10</td> </tr> <tr> <td>TOTAL</td> <td style="text-align: right;">100</td> </tr> </table>			Approach and Signal to Judge	15	Maintain Position In Stream	15	Maintain Position Across Stream	15	On Transit	15	Awareness of Traffic	15	Safety	5	Skipper's Instruction	10	Judge's discretion	10	TOTAL	100
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Competition: _ _ _ _ _ Date: _ _ _ _ _ Judge: _ _ _ _ _

DRAWN											
	Boat Name	MAXIMUM POINTS									
Approach and Signal to Judges		15									
Maintain Position In Stream		15									
Maintain Position Across Stream		15									
On Transit		15									
Awareness of Traffic		15									
Safety		5									
Skipper Inst		10									
Judge's discretion		10									
Total		100									
Final Place											

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**Exercise
Desc.**

16. Retrieve a Fender from The Tideway

<u>Difficulty:</u>		<u>Very Experienced</u>	<u>Difficult</u>	<u>Not Too Difficult</u>	<u>Beginner</u>																				
<i>Expected Time to Complete (minutes):</i>					10																				
<u>Exercise Objectives:</u>			<u>Special Instructions to Judges:</u>																						
<ul style="list-style-type: none"> ▪ A boat will be anchored in the tideway. ▪ After you have passed, he will throw a fender into the river. ▪ Retrieve the fender and return it to the anchored boat. 			<p>This is an exercise to see the control of a boat in an emergency situation.</p> <p>Assess how the skipper and crew react to the situation, and how they deal with it and communicate with each other.</p>																						
<u>Expectations:</u>			Marks that will be given – up to a maximum of the following:																						
<ul style="list-style-type: none"> ▪ This is an exercise to see how the skipper and crew react to the situation (IT IS NOT A BODY- IT IS A FENDER). ▪ Turn the boat to approach the fender with the tide, and take the fender either side to suit the skipper's view. ▪ The crew should indicate where the fender is at all times, and assist the skipper by directing him/her alongside. ▪ The fender should be retrieved aboard. ▪ Go alongside the anchored craft about 1' off and stem the tide to pass the fender safely. 			<table> <tr> <td>Reaction to Situation</td> <td>10</td> </tr> <tr> <td>Action of Crew</td> <td>10</td> </tr> <tr> <td>Response by Helmsman</td> <td>15</td> </tr> <tr> <td>Retrieval of Fender</td> <td>15</td> </tr> <tr> <td>Awareness of Traffic</td> <td>10</td> </tr> <tr> <td>Return Fender</td> <td>15</td> </tr> <tr> <td>Safety</td> <td>5</td> </tr> <tr> <td>Skipper's Instruction</td> <td>10</td> </tr> <tr> <td>Judge's discretion</td> <td>10</td> </tr> <tr> <td>TOTAL</td> <td>100</td> </tr> </table>			Reaction to Situation	10	Action of Crew	10	Response by Helmsman	15	Retrieval of Fender	15	Awareness of Traffic	10	Return Fender	15	Safety	5	Skipper's Instruction	10	Judge's discretion	10	TOTAL	100
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Competition: _ _ _ _ _ Date: _ _ _ _ _ Judge: _ _ _ _ _

DRAWN											
Boat Name	MAXIMUM POINTS										
Reaction to Situation	10										
Action of Crew	10										
Response by Helmsman	15										
Retrieval of Fender	15										
Awareness of Traffic	10										
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Safety	5										
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Judge's discretion	10										
Total	100										
Final Place											

PLEASE COMPLETE THE GRID AS YOU MARK. GIVE THE FORM TO ORGANISER WHEN YOU HAVE FINISHED.
PLEASE DO NOT AVERAGE WITH YOUR PARTNER JUDGE, THE ORGANISER WILL FINALISE AND PLACE

**Exercise
Desc.**

17. Mooring on a Short Finger Pontoon

<u>Difficulty:</u> Very Experienced		<u>Difficult</u>	<u>Not Too Difficult</u>	<u>Beginner</u>																								
<i>Expected Time to Complete (minutes):</i>		10																										
<u>Exercise Objectives:</u>		<u>Special Instructions to Judges:</u>																										
<ul style="list-style-type: none"> ▪ Moor on a finger pontoon that is two thirds of competing crafts length. ▪ You have to assume that the top end of the pontoon is the finger pontoon. ▪ There will be a marker to indicate where the mooring finishes. ▪ Moor using at least four mooring lines for an long stay. ▪ Cast off. 		<p>Judges will ascertain how the craft is brought in alongside the finger pontoon.</p> <p>The control of the boat.</p> <p>The way the first holding line is secured.</p> <p>The way the further mooring lines are made secure using the mooring definitions for a long stay.</p> <p>Further spring lines can be used if deemed necessary.</p> <p>The size of the mooring will be clearly marked so that the competitor can see how much room he has available to moor the majority of his/her craft.</p>																										
<u>Expectations:</u>		Marks that will be given – up to a maximum of the following:																										
<ul style="list-style-type: none"> ▪ The competing craft will decide to moor either forward or astern depending upon the configuration of his/her craft. ▪ The first line must prevent the transom or bow passing the marker. ▪ The craft should finish with at least four mooring lines, holding the craft in position against the finger pontoon so that the crew can step ashore comfortably. 		<table style="width: 100%; border-collapse: collapse;"> <tr> <td>Approach to Finger</td> <td style="text-align: right;">10</td> </tr> <tr> <td>First Line</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Second Line</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Third Line</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Fourth Line</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Additional Mooring lines</td> <td style="text-align: right;">5</td> </tr> <tr> <td>Final Position</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Casting Off and Departure</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Safety</td> <td style="text-align: right;">5</td> </tr> <tr> <td>Skipper's Instruction</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Judge's discretion</td> <td style="text-align: right;"><u>10</u></td> </tr> <tr> <td>TOTAL</td> <td style="text-align: right;">100</td> </tr> </table>			Approach to Finger	10	First Line	10	Second Line	10	Third Line	10	Fourth Line	10	Additional Mooring lines	5	Final Position	10	Casting Off and Departure	10	Safety	5	Skipper's Instruction	10	Judge's discretion	<u>10</u>	TOTAL	100
Approach to Finger	10																											
First Line	10																											
Second Line	10																											
Third Line	10																											
Fourth Line	10																											
Additional Mooring lines	5																											
Final Position	10																											
Casting Off and Departure	10																											
Safety	5																											
Skipper's Instruction	10																											
Judge's discretion	<u>10</u>																											
TOTAL	100																											

Designed By: Michael Shefras, 2006.
Issue No: 4, 17 November 2006

Competition: _ _ _ _ _ Date: _ _ _ _ _ Judge: _ _ _ _ _

DRAWN											
Boat Name	MAXIMUM POINTS										
Approach To Finger	10										
First Line	10										
Second Line	10										
Third Line	10										
Fourth Line	10										
Additional Lines	5										
Final Position	10										
Casting Off and Departure	10										
Safety	5										
Skipper Inst	10										
Judge's discretion	10										
Total	100										
Final Place											

PLEASE COMPLETE THE GRID AS YOU MARK. GIVE THE FORM TO ORGANISER WHEN YOU HAVE FINISHED.
PLEASE DO NOT AVERAGE WITH YOUR PARTNER JUDGE, THE ORGANISER WILL FINALISE AND PLACE

<u>Difficulty:</u>		<u>Very Experienced</u>	<u>Difficult</u>	<u>Not Too Difficult</u>	<u>Beginner</u>																						
<u>Expected Time to Complete (minutes):</u>		15																									
<u>Exercise Objectives:</u>			<u>Special Instructions to Judges:</u>																								
<ul style="list-style-type: none"> ▪ Position your boat so that the bow points into the mooring but without touching, and sits still in the water. ▪ The judge will pass you a tennis racket. You may extend this racket in any way you wish. (You will be allowed up to five minutes which will not be included in the time.) ▪ When you advise the judge that you are ready, a ball will be thrown into the water. ▪ Use the racket to manoeuvre the ball across the water, around the buoy, and return to the same position as the start. ▪ The ball must be in the full sight of the judges at all the time, even if it means taking the ball to the other side of the boat! ▪ When returned to the start position, return ball to the judges by lifting it out of the water using the racket and at that time the ball can touch the boat. 			<p>This is a test to show how well the skipper can position and hold the boat still in the water.</p> <p>How the boat moves to capture the ball and commences to move the boat. The ball should be thrown into the water in the same position for all the competitors.</p> <p>How he/she is able to manoeuvre the craft around the buoy cognizant with the need to keep it close to the ball in the water.</p> <p>The skipper should work with the crew, the crew announcing distance from mooring, where the ball is, and how the progress of the ball through the water continues.</p> <p>Finally, having moved the ball around the buoy, and the boat is in the same correct position as it started the crew can to lift the ball out of the water in any competent way and return it to the judge.</p>																								
<u>Expectations:</u>			Marks that will be given – up to a maximum of the following:																								
<ul style="list-style-type: none"> ▪ It is expected that the ball is kept in the water until it has to be returned to the judges. ▪ The ball or racket should not touch the boat at any time until the final retrieval, ▪ The boat should be under control all the time and extraneous use of engines is not expected or required. 			<table style="width: 100%; border-collapse: collapse;"> <tr> <td>Position of Bow into Mooring</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Move to the Ball in the Water</td> <td style="text-align: right;">10</td> </tr> <tr> <td>How well racket is tied to pole</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Control of Ball</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Control of Boat</td> <td style="text-align: right;">15</td> </tr> <tr> <td>Position of Bow into Mooring</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Return of Ball</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Safety</td> <td style="text-align: right;">5</td> </tr> <tr> <td>Skipper's Instruction</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Judge's discretion</td> <td style="text-align: right;">10</td> </tr> <tr> <td>TOTAL</td> <td style="text-align: right;">100</td> </tr> </table>			Position of Bow into Mooring	10	Move to the Ball in the Water	10	How well racket is tied to pole	10	Control of Ball	10	Control of Boat	15	Position of Bow into Mooring	10	Return of Ball	10	Safety	5	Skipper's Instruction	10	Judge's discretion	10	TOTAL	100
Position of Bow into Mooring	10																										
Move to the Ball in the Water	10																										
How well racket is tied to pole	10																										
Control of Ball	10																										
Control of Boat	15																										
Position of Bow into Mooring	10																										
Return of Ball	10																										
Safety	5																										
Skipper's Instruction	10																										
Judge's discretion	10																										
TOTAL	100																										

Competition: _ _ _ _ _ Date: _ _ _ _ _ Judge: _ _ _ _ _

DRAWN											
	Boat Name	MAXIMUM POINTS									
Position of Bow into Mooring		10									
Move to the Ball in the Water		10									
How well racket is tied to pole		10									
Control of Ball		10									
Control of Boat		15									
Position of Bow into Mooring		10									
Return of Ball		10									
Safety		5									
Skipper Inst		10									
Judge's discretion		10									
Total		100									
Final Place											

PLEASE COMPLETE THE GRID AS YOU MARK. GIVE THE FORM TO ORGANISER WHEN YOU HAVE FINISHED.
PLEASE DO NOT AVERAGE WITH YOUR PARTNER JUDGE, THE ORGANISER WILL FINALISE AND PLACE

<i>Difficulty:</i>		<u>Very Experienced</u>	<u>Difficult</u>	<u>Not Too Difficult</u>	<u>Beginner</u>
<i>Expected Time to Complete (minutes):</i>		15			
<u>Exercise Objectives:</u>			<u>Special Instructions to Judges:</u>		
<ul style="list-style-type: none"> ▪ Moor as for a long stay centred on a marker on the mooring. ▪ Using lines, not engine, turn the boat around in its own space. ▪ Finish as moored for a long stay facing the opposite way to the original mooring. ▪ When moored, advise the judges, and when given permission reverse out. 			<p>The main purpose of this test is to see how well the crew works together in turning the boat around.</p> <p>Whilst it is important that the long stay mooring both at the start and finish is carried out efficiently, the way the boat is turned has the majority of the points.</p> <p>Note: in some events there is an instruction that there should be no verbal communication with the crew.</p>		
<u>Expectations:</u>			Marks that will be given – up to a maximum of the following:		
<ul style="list-style-type: none"> ▪ The boat will come into its mooring as for a normal long stay mooring. ▪ The boat should be centred on a marker. ▪ The skipper and crew should then commence to turn the boat round using lines, working either on the boat or the shore or both. ▪ Lines to enable the boat turned should be rigged - or use mooring lines. ▪ The boat may move plus or minus two metres, but must finish in the same position. 			<ul style="list-style-type: none"> Long stay mooring 10 Preparation of Lines 10 Use of Lines 10 Movement of the Boat with the space 15 Final Position 10 Final Mooring 10 Reverse Out 10 Safety 5 Skipper's Instruction 10 Judge's discretion 10 TOTAL 100 		

Competition: _____ Date: _____ Judge: _____

DRAWN											
Boat Name	MAXIMUM POINTS										
Long Stay Mooring	10										
Preparation of Lines	10										
Use of Lines	10										
Movement of Boat within the Space	15										
Final Position	10										
Final Mooring	10										
Reverse Out	10										
Safety	5										
Skipper Inst	10										
Judge's discretion	10										
Total	100										
Final Place											

PLEASE COMPLETE THE GRID AS YOU MARK. GIVE THE FORM TO ORGANISER WHEN YOU HAVE FINISHED.
PLEASE DO NOT AVERAGE WITH YOUR PARTNER JUDGE, THE ORGANISER WILL FINALISE AND PLACE

**Exercise
Desc.**

20. Open Mooring Using Two Anchors

<u>Difficulty:</u>	<u>Very Experienced</u>	<u>Difficult</u>	<u>Not Too Difficult</u>	<u>Beginner</u>																						
<i>Expected Time to Complete (minutes):</i>		20																								
<u>Exercise Objectives:</u>		<u>Special Instructions to Judges:</u>																								
<ul style="list-style-type: none"> ▪ Drop your main anchor and veer the boat astern. ▪ Make a second anchor cable fast to your main anchor chain. ▪ Drop the second anchor at 45° to the bow of your boat to one side of the main anchor. ▪ Veer the main chain to finish with the boat centred between the two anchors. ▪ Retrieve both anchors. 		<p>Competitors are already aware of the exercise, and should have already prepared the second anchor cable and appropriate connection to the main anchor chain.</p> <p>The second anchor can have just a rope, but if there were a little chain on the anchor it would be a bonus.</p> <p>Both anchors require anchor buoys, and there should also be a black ball once the boat has been safely anchored.</p> <p>The safe minimum of chain is four times the depth of water where the main anchor is dropped.</p>																								
<u>Expectations:</u>		Marks that will be given – up to a maximum of the following:																								
<ul style="list-style-type: none"> ▪ The purpose of this exercise is to restrict the amount of space required whilst anchoring. It is expected to have an anchor ball. ▪ Having dropped the main anchor, the chain is veered so that the boat would be safe lying on the one anchor. ▪ Using a shackle or lashing the second anchor line is made fast to the main cable ahead of the bow roller. ▪ There should be an anchor buoy on each anchor. ▪ The boat is then manoeuvred forward to drop the second anchor in line to the side of the first. ▪ The boat is then reversed under control so that it lies with the bow equidistant between both anchors. ▪ The second anchor is retrieved first, and then the main. ▪ The skipper and crew should work together, using the boat's power as well as the winch. 		<table style="width: 100%; border-collapse: collapse;"> <tr> <td>Drop Main Anchor</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Connect Second Anchor</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Drop Second Anchor</td> <td style="text-align: right;">15</td> </tr> <tr> <td>Final Position of Boat</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Anchor Buoys and Ball</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Retrieve Second Anchor</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Retrieve Main Anchor</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Safety</td> <td style="text-align: right;">5</td> </tr> <tr> <td>Skipper's Instruction</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Judge's discretion</td> <td style="text-align: right;"><u>10</u></td> </tr> <tr> <td>TOTAL</td> <td style="text-align: right;">100</td> </tr> </table>			Drop Main Anchor	10	Connect Second Anchor	10	Drop Second Anchor	15	Final Position of Boat	10	Anchor Buoys and Ball	10	Retrieve Second Anchor	10	Retrieve Main Anchor	10	Safety	5	Skipper's Instruction	10	Judge's discretion	<u>10</u>	TOTAL	100
Drop Main Anchor	10																									
Connect Second Anchor	10																									
Drop Second Anchor	15																									
Final Position of Boat	10																									
Anchor Buoys and Ball	10																									
Retrieve Second Anchor	10																									
Retrieve Main Anchor	10																									
Safety	5																									
Skipper's Instruction	10																									
Judge's discretion	<u>10</u>																									
TOTAL	100																									

Competition: _____ Date: _____ Judge: _____

DRAWN											
Boat Name	MAXIMUM POINTS										
Drop Main Anchor	10										
Connect Second Anchor	10										
Drop Second Anchor	15										
Final Position Of Boat	10										
Anchor Buoys and Ball	10										
Retrieve Second Anchor	10										
Retrieve Main Anchor	10										
Safety	5										
Skipper Inst	10										
Judge's discretion	10										
Total	100										
Final Place											

PLEASE COMPLETE THE GRID AS YOU MARK. GIVE THE FORM TO ORGANISER WHEN YOU HAVE FINISHED.
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**Exercise
Desc.**

21. Reverse to Buoy and Moor to Pile

<u>Difficulty:</u>	<u>Very Experienced</u>	<u>Difficult</u>	<u>Not Too Difficult</u>	<u>Beginner</u>																								
<i>Expected Time to Complete (minutes):</i>		12																										
<u>Exercise Objectives:</u>		<u>Special Instructions to Judges:</u>																										
<ul style="list-style-type: none"> ▪ Make fast to a buoy. ▪ Reverse to the pile. ▪ Make fast to the pile using two long bowlines. ▪ Moor fifteen feet from pile between pile and buoy. ▪ Advise judges when safely moored. ▪ Vacate the mooring. 		<p>Boat should end up with a Bow Line over the buoy and returned to the boat and two stern lines around the pile controllable from the boat with bowlines long enough to be untied from the boat.</p> <p>Marks that will be given – up to a maximum of the following:</p>																										
<u>Expectations:</u>		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px;">Approach and capture buoy</td> <td style="text-align: right; padding: 2px;">10</td> </tr> <tr> <td style="padding: 2px;">Reverse to Pile</td> <td style="text-align: right; padding: 2px;">5</td> </tr> <tr> <td style="padding: 2px;">First Bowline</td> <td style="text-align: right; padding: 2px;">10</td> </tr> <tr> <td style="padding: 2px;">Second Bowline</td> <td style="text-align: right; padding: 2px;">10</td> </tr> <tr> <td style="padding: 2px;">Final Position between Buoy and Pile</td> <td style="text-align: right; padding: 2px;">10</td> </tr> <tr> <td style="padding: 2px;">Untie Stern bowlines</td> <td style="text-align: right; padding: 2px;">10</td> </tr> <tr> <td style="padding: 2px;">Release the buoy</td> <td style="text-align: right; padding: 2px;">10</td> </tr> <tr> <td style="padding: 2px;">Vacate the Mooring</td> <td style="text-align: right; padding: 2px;">10</td> </tr> <tr> <td style="padding: 2px;">Safety</td> <td style="text-align: right; padding: 2px;">5</td> </tr> <tr> <td style="padding: 2px;">Skipper's Instruction</td> <td style="text-align: right; padding: 2px;">10</td> </tr> <tr> <td style="padding: 2px;">Judge's discretion</td> <td style="text-align: right; padding: 2px;">10</td> </tr> <tr> <td style="padding: 2px;">TOTAL</td> <td style="text-align: right; padding: 2px;">100</td> </tr> </table>			Approach and capture buoy	10	Reverse to Pile	5	First Bowline	10	Second Bowline	10	Final Position between Buoy and Pile	10	Untie Stern bowlines	10	Release the buoy	10	Vacate the Mooring	10	Safety	5	Skipper's Instruction	10	Judge's discretion	10	TOTAL	100
Approach and capture buoy	10																											
Reverse to Pile	5																											
First Bowline	10																											
Second Bowline	10																											
Final Position between Buoy and Pile	10																											
Untie Stern bowlines	10																											
Release the buoy	10																											
Vacate the Mooring	10																											
Safety	5																											
Skipper's Instruction	10																											
Judge's discretion	10																											
TOTAL	100																											
<ul style="list-style-type: none"> ▪ Easy approach to the buoy and safe mooring. ▪ Steadily reverse to stop to moor. ▪ Two long stern lines to each quarter with bowline's (Not necessary to make a double turn). ▪ Boat lying comfortably between pile and buoy. 																												

Designed By: Brian Dixon, 1999.
Issue No: 4, 17 November 2006

Competition: _ _ _ _ _ Date: _ _ _ _ _ Judge: _ _ _ _ _

DRAWN											
	Boat Name	MAXIMUM POINTS									
Approach and capture buoy		10									
Reverse to Pile		5									
First Bowline		10									
Second Bowline		10									
Final Position between Buoy and Pile		10									
Untie Stern bowlines		10									
Release the buoy		10									
Vacate the mooring		10									
Safety		5									
Skipper Inst		10									
Judge's discretion		10									
Total		100									
Final Place											

PLEASE COMPLETE THE GRID AS YOU MARK. GIVE THE FORM TO ORGANISER WHEN YOU HAVE FINISHED.
PLEASE DO NOT AVERAGE WITH YOUR PARTNER JUDGE, THE ORGANISER WILL FINALISE AND PLACE

Exercise
Desc.

22. Moor Bow into Pontoon at 45 Degrees

<u>Difficulty:</u>		<u>Very Experienced</u>	<u>Difficult</u>	<u>Not Too Difficult</u>	<u>Beginner</u>																												
<i>Expected Time to Complete (minutes):</i>																																	
<u>Exercise Objectives:</u>			<u>Special Instructions to Judges:</u>																														
<ul style="list-style-type: none"> ▪ Drop Kedge Anchor. ▪ Moor bow into the pontoon using a bow line. ▪ Moor for a short stay with two lines from the bow and a spring. ▪ Adjust position by tensioning the kedge anchor so the boat is finally positioned at 45 degrees to the pontoon. ▪ Advise the judges when moored. ▪ Vacate the mooring in reverse order retrieving the kedge at the end. 			<p>The first line should be cast from the bow, Thames Style, against the prevailing elements.</p> <p>The kedge needs to hold firmly and can be checked by pulling on a mooring line from the boat.</p> <p>It is considered safe practise to retrieve the kedge from the bow of the boat</p> <p>Marks that will be given – up to a maximum of the following:</p>																														
<u>Expectations:</u>																																	
<ul style="list-style-type: none"> ▪ The kedge must be really bedded in so the line is taught and the stern can be pulled out on it. 			<table style="width: 100%; border-collapse: collapse;"> <tr> <td>Drop kedge anchor</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Approach to the pontoon</td> <td style="text-align: right;">5</td> </tr> <tr> <td>First line from bow</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Second Bow Line</td> <td style="text-align: right;">5</td> </tr> <tr> <td>Spring</td> <td style="text-align: right;">5</td> </tr> <tr> <td>Kedge Holding</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Final Position</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Cast off lines</td> <td style="text-align: right;">5</td> </tr> <tr> <td>Retrieve Kedge</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Vacate Mooring</td> <td style="text-align: right;">5</td> </tr> <tr> <td>Safety</td> <td style="text-align: right;">5</td> </tr> <tr> <td>Skipper's Instruction</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Judge's discretion</td> <td style="text-align: right;">10</td> </tr> <tr> <td>TOTAL</td> <td style="text-align: right;">100</td> </tr> </table>			Drop kedge anchor	10	Approach to the pontoon	5	First line from bow	10	Second Bow Line	5	Spring	5	Kedge Holding	10	Final Position	10	Cast off lines	5	Retrieve Kedge	10	Vacate Mooring	5	Safety	5	Skipper's Instruction	10	Judge's discretion	10	TOTAL	100
Drop kedge anchor	10																																
Approach to the pontoon	5																																
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Vacate Mooring	5																																
Safety	5																																
Skipper's Instruction	10																																
Judge's discretion	10																																
TOTAL	100																																

Designed By: Brian Dixon, 2003.
Issue No: 4, 17 November 2006

Competition: _____ Date: _____ Judge: _____

DRAWN											
Boat Name	MAXIMUM POINTS										
Drop kedge anchor	10										
Approach to the pontoon	5										
First line from Bow	10										
Second Bow Line	5										
Spring	5										
Kedge holding	10										
Final Position	10										
Cast off lines	5										
Retrieve Kedge	10										
Vacate Mooring	5										
Safety	5										
Skipper Inst	10										
Judge's discretion	10										
Total	100										
Final Place											

PLEASE COMPLETE THE GRID AS YOU MARK. GIVE THE FORM TO ORGANISER WHEN YOU HAVE FINISHED.
PLEASE DO NOT AVERAGE WITH YOUR PARTNER JUDGE, THE ORGANISER WILL FINALISE AND PLACE

<u>Difficulty:</u>	<u>Very Experienced</u>	<u>Difficult</u>	<u>Not Too Difficult</u>	<u>Beginner</u>
<i>Expected Time to Complete (minutes):</i>	15	20		
<u>Exercise Objectives:</u>		<u>Special Instructions to Judges:</u>		
<ul style="list-style-type: none"> ▪ Reverse into mooring and moor for a short stay using all available power. ▪ Collect Judges. ▪ Switch off outside engine (or leave in neutral). ▪ Move out of mooring to clear area and turn through 360 degrees. ▪ Return to mooring and moor for a temporary stay still only using one engine and set down judges. ▪ Vacate the mooring using all available power. 		<p>Boats with a single screw and no thrusters should be marked down as their propulsion does not tend to one direction as much as twin-engined boats and this should be less testing on the skipper who will be used to the vessel.</p> <p>Marks that will be given – up to a maximum of the following:</p> <p>Approach 5 Short stay mooring (2 lines) 10 Exit on one engine 15 Turn with one engine 15 Return with one engine 20 Temporary mooring (one line)..... 5 Departure 5 Safety 5 Skipper's Instruction 10 Judge's discretion 10 TOTAL 100</p>		
<u>Expectations:</u>				
<ul style="list-style-type: none"> ▪ Whilst power is restricted to one engine, bow and stern thrusters will not be used. 				

Competition: _____ Date: _____ Judge: _____

DRAWN											
Boat Name	MAXIMUM POINTS										
Approach	5										
Short Stay Mooring (2 lines)	10										
Exit on One Engine	15										
Turn on One Engine	15										
Return on One Engine	20										
Temporary Mooring (1 line)	5										
Departure	5										
Safety	5										
Skipper Inst	10										
Judge's discretion	10										
Total	100										
Final Place											

PLEASE COMPLETE THE GRID AS YOU MARK. GIVE THE FORM TO ORGANISER WHEN YOU HAVE FINISHED.
PLEASE DO NOT AVERAGE WITH YOUR PARTNER JUDGE, THE ORGANISER WILL FINALISE AND PLACE

<u>Difficulty:</u>	<u>Very Experienced</u>	<u>Difficult</u>	<u>Not Too Difficult</u>	<u>Beginner</u>																						
<i>Expected Time to Complete (minutes):</i>			12	15																						
<u>Exercise Objectives:</u>		<u>Special Instructions to Judges:</u>																								
<ul style="list-style-type: none"> ▪ Drop a kedge anchor astern with an anchor buoy. ▪ Drive the boat slowly forward so that it is dead in the water, enabling a rope to be placed around the pile, and tie bowline with a long loop. ▪ Make it temporarily fast to a bow cleat. ▪ Place a second line around the pile and tie another bowline with another long loop. ▪ Pull back using the kedge and veer the two bow lines so that they both finish equally taut approximately three meters from the pile. ▪ Boat should be held back by the kedge and remain in position for one minute. ▪ When moored, indicate to the judges. ▪ Vacate the mooring after when advised. 		<p>Be ready to time the minute when asked by the competitor and advise him when completed.</p> <p>It is advisable to pull on the bow lines to confirm the kedge is holding.</p> <p>Marks that will be given – up to a maximum of the following:</p> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Drop Kedge and buoy</td><td style="text-align: right;">15</td></tr> <tr><td>Move up to Pile</td><td style="text-align: right;">5</td></tr> <tr><td>First Bowline</td><td style="text-align: right;">10</td></tr> <tr><td>Second Bowline</td><td style="text-align: right;">10</td></tr> <tr><td>Final Position (equal lines and secure kedge) ...</td><td style="text-align: right;">15</td></tr> <tr><td>Untie Bowlines</td><td style="text-align: right;">10</td></tr> <tr><td>Retrieval of Kedge and Buoy</td><td style="text-align: right;">10</td></tr> <tr><td>Safety</td><td style="text-align: right;">5</td></tr> <tr><td>Skipper's Instruction</td><td style="text-align: right;">10</td></tr> <tr><td>Judge's discretion</td><td style="text-align: right;">10</td></tr> <tr><td>TOTAL</td><td style="text-align: right;">100</td></tr> </table>			Drop Kedge and buoy	15	Move up to Pile	5	First Bowline	10	Second Bowline	10	Final Position (equal lines and secure kedge) ...	15	Untie Bowlines	10	Retrieval of Kedge and Buoy	10	Safety	5	Skipper's Instruction	10	Judge's discretion	10	TOTAL	100
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TOTAL	100																									
<u>Expectations:</u>																										
<ul style="list-style-type: none"> ▪ The boat moves slowly to the pile and stops close enough for a line placed around the pile - (a temporary holding line is acceptable). ▪ Two tied bowlines are made in long loops. It is <u>not</u> necessary to make a double turn. ▪ Lines should be adjusted so that the loops and lines are the same size. ▪ The boat should be reversed very slowly to keep the lines taut. ▪ The skipper should indicate when he is happy that his lines are correct, and that his one minute starts. ▪ The removal of the lines and the departure from the site with safety and control. ▪ The kedge can be recovered safely over the bow. 																										

Competition: _ _ _ _ _ Date: _ _ _ _ _ Judge: _ _ _ _ _

DRAWN											
	Boat Name	MAXIMUM POINTS									
Drop Kedge and Buoy		15									
Move up to Pile		5									
First Bowline		10									
Second Bowline		10									
Final Position (equal lines and secure kedge)		15									
Untie Bowline		10									
Retrieval of Kedge and Buoy		10									
Safety		5									
Skipper Inst		10									
Judge's discretion		10									
Total		100									
Final Place											

PLEASE COMPLETE THE GRID AS YOU MARK. GIVE THE FORM TO ORGANISER WHEN YOU HAVE FINISHED.
PLEASE DO NOT AVERAGE WITH YOUR PARTNER JUDGE, THE ORGANISER WILL FINALISE AND PLACE

**Exercise
Desc.**

25. Assisting a Person in a Dinghy Without a Paddle

<u>Difficulty:</u>	<u>Very Experienced</u>	<u>Difficult</u>	<u>Not Too Difficult</u>	<u>Beginner</u>																				
<i>Expected Time to Complete (minutes):</i>		10		15																				
<u>Exercise Objectives:</u>	<u>Special Instructions to Judges:</u>																							
<ul style="list-style-type: none"> ▪ A person in a dinghy is signalling you asking you for assistance. ▪ He has lost his paddle and cannot move his boat without it. The paddle is apparent some distance away. ▪ You will offer assistance by taking the dinghy in a tow off your stern so that the dinghy is placed so that the person can retrieve his paddle. ▪ When the paddle has been retrieved cast off the tow. 	<p>The crew should throw a line to the dinghy which can be passed back so that control can be maintained from the rescuing boat.</p> <p>Marks that will be given – up to a maximum of the following:</p> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Approach</td><td style="text-align: right;">10</td></tr> <tr><td>Capture of Dinghy</td><td style="text-align: right;">15</td></tr> <tr><td>Use of person in dinghy</td><td style="text-align: right;">5</td></tr> <tr><td>Stern Tow</td><td style="text-align: right;">15</td></tr> <tr><td>Proximity to Paddle</td><td style="text-align: right;">20</td></tr> <tr><td>Release of tow</td><td style="text-align: right;">10</td></tr> <tr><td>Safety</td><td style="text-align: right;">5</td></tr> <tr><td>Skipper's Instruction</td><td style="text-align: right;">10</td></tr> <tr><td>Judge's discretion</td><td style="text-align: right;"><u>10</u></td></tr> <tr><td>TOTAL</td><td style="text-align: right;">100</td></tr> </table>				Approach	10	Capture of Dinghy	15	Use of person in dinghy	5	Stern Tow	15	Proximity to Paddle	20	Release of tow	10	Safety	5	Skipper's Instruction	10	Judge's discretion	<u>10</u>	TOTAL	100
Approach	10																							
Capture of Dinghy	15																							
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Safety	5																							
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Judge's discretion	<u>10</u>																							
TOTAL	100																							
<u>Expectations:</u>																								
<ul style="list-style-type: none"> ▪ You are expected to go along side the drifting dinghy safely. ▪ The person on the dinghy will do exactly as instructed by you, but no more. 																								

Designed By: Ian Weston, 2005.
Issue No: 4, 17 November 2006

25. Assisting a Person in a Dinghy Without a Paddle

Competition: _____ Date: _____ Judge: _____

DRAWN											
	Boat Name	MAXIMUM POINTS									
Approach		10									
Capture of Dinghy		15									
Use of Person in Dinghy		5									
Stern Tow		15									
Proximity to Paddle		20									
Release of Tow		10									
Safety		5									
Skipper Inst		10									
Judge's discretion		10									
Total		100									
Final Place											

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PLEASE DO NOT AVERAGE WITH YOUR PARTNER JUDGE, THE ORGANISER WILL FINALISE AND PLACE

