



# Visual Guide Document Notes

**Step A:** Take a stout piece of non-stretching line or rope and make a loop at one end (such as a bowline knot). See example in Figure 1.

*Note: a small diameter knot with a small loop may be required if attaching to a padeye as shown in Figure 2.0.*

**Step B:** Starting at the stern, attach the looped end around the stern attachment point that you have chosen. This could be a padeye, a cleat, a robust pushpit, or even the helm chair base. See examples in Figures 2.0 and 2.1.

*Note 1: industry guidelines outline that anchor points should be able to resist 5,000-lb. of force.*

*Note 2: the stern anchor point is often chosen such that it is greater than 4 to 6-ft from the actual stern of the boat. This is to prevent a tethered crewmember from being washed off the boat at the stern while still being attached by their personal safety tether (which are usually 4 to 6-ft. in length).*



Figure 1: Bowline tied at end of rope.



Figure 2.0: End of rope looped through a folding pad-eye.



Figure 2.1: End of rope looped around a secure point.

**Step C:** Run the line inboard (as close as possible) forward from the stern attachment.

*Note: side decks are the most limiting area of many boats. It is important to run the jackline as close as possible to the centerline of the boat. At a minimum the jackline should be run inside of all standing rigging, side deck features, etc.*

**Step D:** Continue running the rope through any intermediate padeyes or anchor points until you come to the catamaran crossbeam or bow of the boat. See example in Figure 3.

*Note: be sure to check that the 1-inch wide webbing will fit through all padeyes and/or proposed anchor points.*



Figure 3: Line ran through intermediate padeyes on forward deck.



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**Warning:** Recent operational experience cautions the use of a cleat as an anchor point. Failure of tethers (the actual metal carabiner) at a cleat can cause a crewmember to become unattached from the boat. If using a cleat, please refer to this report for findings and awareness: "MAIB Report SB1/2018".

**Step E:** Wrap the line around the forward attachment point (catamaran crossbeam, stanchion, forestay, etc.) to take into account the circumference of the loop created. Carefully mark the rope at this point. This is now the total length of webbing needed for the custom jackline. See example in Figure 4.

**Step F:** Take a step back and visually reflect on the layout of the rope run on the deck. Ensure that this configuration will facilitate crewmembers attending to maneuvers on deck while in inclement weather. As the webbing is polyester (and not nylon) it is permissible to add a couple of inches of slack to prevent a trip hazard or to account for required webbing twists during installation. (See our discussion of why Manu Kea uses polyester in the webbing product item below).

**Step G:** Remove the rope from the boat leaving the mark made in Step E. and the loop made in Step A. intact. Lay the rope out on a dock or open field. Including the loop, measure the length of the rope. See example in Figure 5. This is now the length of the webbing for your custom jackline.



Figure 4: End of rope looped around crossbeam with point marked on rope with tape.

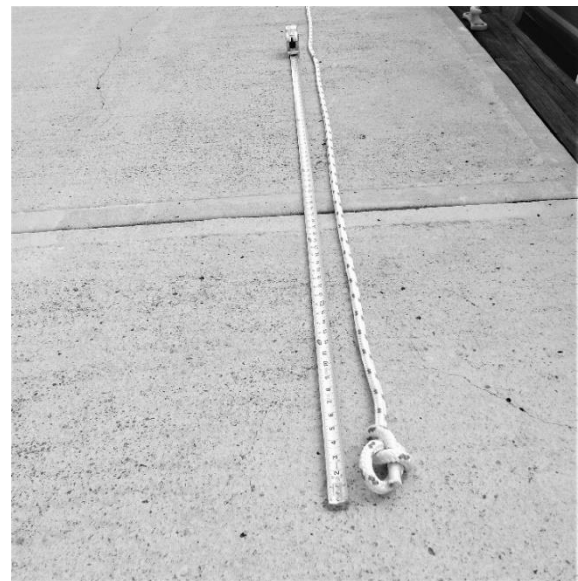


Figure 5: Measure the line starting at the end of the loop to the spot marked on the rope at the other end. Length measured in photo is for example purposes only. The actual length measured will be longer.