



2007 AMERICAN SOCIETY OF CIVIL ENGINEERS NATIONAL CONCRETE CANOE COMPETITION

RULES AND REGULATIONS

ASCE American Society
of Civil Engineers

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INTRODUCTION

ASCE Student Groups have been involved in constructing and racing concrete canoes on the local and regional level since the early 1970's. The first National Competition came to fruition in the summer of 1988 after almost two years of discussion between representatives from the American Society of Civil Engineers (ASCE) and Master Builders, Inc. (now known as BASF Admixtures, Inc.).

Each year the competition is held in a new location and hosted by an ASCE Student Group. This year the University of Washington (Seattle, WA) will serve as the host school of the 20th ASCE National Concrete Canoe Competition from June 14-16, 2007.

The objectives of the National Competition are as follows:

- To provide civil engineering students an opportunity to gain hands-on, practical experience and leadership skills by working with concrete mix designs and project management.
- To increase awareness of the value and benefits of ASCE membership among civil engineering students and faculty in order to foster lifelong membership and participation in the Society.
- To build awareness of the versatility and durability of concrete as a construction material among civil engineering students, educators and practitioners, as well as the general public.
- To build awareness of concrete technology and application among civil engineering students, educators and practitioners, as well as the general concrete industry.
- To increase awareness among industry leaders, opinion makers and the general public of civil engineering as a dynamic and innovative profession essential to society.
- To generate and increase awareness of ASCE and BASF Admixtures, Inc. commitment to civil engineering education among civil engineering students, educators and practitioners, as well as the general public.

While the intent of the competition is to learn and to create a forum for interaction both technically and socially, the students are a short step from being practicing engineers involved in projects that are critical to society's welfare. Hence, we shall expect professional conduct from all participants. In order to preserve the quality of this competition and to improve the quality of future competitions, we shall demand high standards, which shall be enforced under the Section 1.8, "Spirit of the Competition."

The rules are divided into thirteen (13) sections plus several appendices; please review each section thoroughly.

Good luck, have fun and be safe! May the best team win!

AWARDS AND RECOGNITION

The winners of the National Concrete Canoe Competition shall be determined by compiling a team's total number of points from the academic and race portions of the competition. BASF Admixtures, Inc. shall award a total of \$9,000 in academic scholarships to the winning teams' undergraduate civil engineering program. To be eligible to receive a scholarship, the entrant school must be a recognized ASCE Student Group.

The local ASCE Student Group shall determine selection of the academic scholarship winner(s). The academic scholarships shall be awarded to student member(s) within twelve (12) months of completion of the current years' national finals. The academic scholarship money shall be used toward satisfying tuition reimbursements only and shall not be used to fund current or future concrete canoe competitions. ASCE and BASF Admixtures, Inc. shall be notified in writing of academic scholarship winner(s) prior to distribution to recipients.

Total scholarship awards shall be distributed as follows:

1st place overall winner:	\$5,000 scholarship and trophy
2nd place overall winner:	\$2,500 scholarship and trophy
3rd place overall winner:	\$1,500 scholarship and trophy

Special plaques shall be awarded to the top team in the following individual categories:

4th place overall winner:	Commemorative Plaque
5th place overall winner:	Commemorative Plaque
Best Design Paper	Women's slalom/endurance race
Best Oral Presentation	Men's slalom/endurance race
Best Final Product	Women's sprint race
Spirit of the Competition	Men's sprint race

A special plaque in honor of R. John Craig, a former ASCE Committee on Student Services member who was a driving force behind the National Concrete Canoe Competition, shall be awarded to the team that has the best time in the coed race.

A special plaque in honor of Anthony P. (Tony) Chrest, a champion of the concrete canoe competitions on both the conference and national level, shall be awarded to the team that demonstrates superior and creative use of technology and materials in the construction of their concrete canoe. The winner of this award shall be selected at the sole discretion of BASF Admixtures, Inc.

A special plaque shall be awarded also to the team that demonstrates excellence in concrete canoe design through the use of basic design principles for unconventional applications, as a tribute to all of the American Concrete Institute (ACI) members who have unselfishly volunteered their services to advance concrete knowledge. The winner of this award shall be selected at the sole discretion of ACI.

Ribbons shall be awarded to teams finishing second through fifth in each event. Each team shall receive a commemorative plaque for their participation in the National Concrete Canoe Competition. All ten (10) registered team members in the National Concrete Canoe Competition shall receive a certificate of participation for the National Competition.

2006 ASCE NATIONAL CONCRETE CANOE COMPETITION SPONSORS

Funding for the 2006 ASCE National Concrete Canoe Competition was provided by founding sponsor BASF Admixtures, Inc.



The Chemical Company

With additional co-sponsor support from:



American Concrete Institute®
Advancing concrete knowledge

BAKER
Concrete Construction



Bentley Systems, Inc.
Propex Concrete Systems
U.S. Silica Company

If you are interested in becoming a co-sponsor for the 2007 ASCE National Concrete Canoe Competition, please contact Kelly Mawby at BASF Admixtures, Inc. at 216-839-7071 (Kelly.Mawby@basf.com).

PAST WINNERS AND HOST SCHOOLS

2006 (Oklahoma State University, Stillwater, OK)

1. University of Wisconsin – Madison
2. California Polytechnic University, San Luis Obispo
3. Clemson University
4. University of California – Berkeley
5. Michigan Technological University

2005 (Clemson University, Clemson, SC)

1. University of Wisconsin – Madison
2. Clemson University
3. Michigan Technological University
4. University of California – Berkeley
5. United States Military Academy (West Point)

2004 (ASCE & Catholic University, Washington, DC)

1. University of Wisconsin – Madison
2. Université Laval
3. University of Alabama in Huntsville
4. Clemson University
5. Milwaukee School of Engineering

2003 (Drexel University, Philadelphia, PA)

1. University of Wisconsin – Madison
2. Université Laval
3. University of California – Berkeley
4. Clemson University
5. University of Oklahoma

2002 (University of Wisconsin – Madison, Madison, WI)

1. Clemson University
2. Université Laval
3. Oklahoma State University
4. Western Kentucky University
5. University of Wisconsin – Madison

2001 (San Diego State University, San Diego, CA)

1. University of Alabama in Huntsville
2. Clemson University
3. Oklahoma State University
4. Université Laval
5. South Dakota School of Mines and Technology

2000 (Colorado School of Mines, Golden, CO)

1. Clemson University
2. Oklahoma State University
3. Florida Institute of Technology
4. Michigan State University
5. University of Washington

1999 (Florida Institute of Technology, Melbourne, FL)

1. Clemson University
2. University of Alabama in Huntsville
3. Oklahoma State University
4. University of Washington
5. South Dakota School of Mines and Technology

1998 (South Dakota School of Mines and Technology, Rapid City, SD)

1. University of Alabama in Huntsville
2. California State University at Sacramento
3. Clemson University
4. Florida Institute of Technology
5. University of Washington

1997 (Cleveland State University, Cleveland, OH)

1. Florida Institute of Technology
2. University of Alabama in Huntsville
3. University of California – Berkeley
4. Michigan State University
5. University of California – Los Angeles

1996 (University of Wisconsin – Madison, Madison, WI)

1. University of Alabama in Huntsville
2. Michigan State University
3. University of California – Berkeley
4. South Dakota School of Mines and Technology
5. Clemson University

1995 (George Washington University, Washington, DC)

1. South Dakota School of Mines
2. California State University at Sacramento
3. Michigan State University
4. Clemson University
5. University of New Orleans

1994 (University of New Orleans, New Orleans, LA)

1. University of Alabama in Huntsville
2. University of California – Berkeley
3. University of New Orleans
4. South Dakota School of Mines and Technology
5. Clemson University

1993 (California State University – Sacramento, Sacramento, CA)

1. University of Alabama in Huntsville
2. Michigan State University
3. University of California – Berkeley

4. University of New Orleans
5. Colorado State University

1992 (Colorado State University, Fort Collins, CO)

1. University of California – Berkeley
2. University of Alabama in Huntsville
3. University of New Orleans
4. University of Maryland
5. Michigan State University

1991 (University of Central Florida, Orlando, FL)

1. University of California – Berkeley
2. University of Maryland
3. State University of New York – Buffalo
4. University of Illinois – Urbana/Champaign
5. University of Texas – Austin

1990 (State University of New York – Buffalo, Buffalo, NY)

1. Michigan State University
2. University of Maryland
3. University of California – Berkeley
4. University of Texas – Austin
5. University of Wisconsin – Milwaukee

1989 (Texas Tech University, Lubbock, TX)

1. University of California – Berkeley
2. Michigan State University
3. University of New Hampshire
4. Washington State University
5. University of Houston

1988 (Michigan State University, East Lansing, MI)

1. University of California – Berkeley
2. University of New Hampshire
3. University of Akron
4. Portland State University
5. University of Alabama in Huntsville

CORPORATE PROFILE

American Society of Civil Engineers (ASCE)

The American Society of Civil Engineers (ASCE) is the oldest national engineering society in the United States. Founded in 1852 with 12 members, the Society was created to disseminate information among engineers who were building the roads, canals, bridges and railroads of a young nation.

Today, ASCE has more than 139,000 members, including some 17,000 of whom are international members residing outside the United States in 167 countries. Individual professional engineers rather than companies or organizations hold membership. The members are organized geographically into ten regions, 88 sections, 158 branches and 277 student chapters, clubs, and international student groups.

The objective of ASCE is to enhance the welfare of mankind through the advancement of the science and profession of engineering. In response to these goals, more than 6,200 members voluntarily serve nearly 600 different technical, administrative and coordinating committees. Another 300 participate on 36 other professional committees. Including the activities of sections, student chapters, clubs, and international student groups, as well as the national and local committees, ASCE groups average 100 meetings throughout the country every day.

Educational activities extend to college campuses through 277 student groups. These groups sponsor meetings, educational outreach, regional conferences, student competitions, social events and other activities to help future engineers become better prepared for their careers. Numerous scholarships and awards are made available for deserving students of civil engineering.

A 17-member Board of Direction governs the Society. The Board, which includes ASCE officers and representatives elected by the membership, establishes all policy for the organization. A staff of 250 implements the policies; the vast majority of staff work at ASCE International Headquarters located in Reston, Virginia.

For more information, visit <http://www.asce.org>.



CORPORATE PROFILE

BASF Admixtures, Inc.

Founded in 1909 as Master Builders, BASF Admixtures, Inc. (previously also known as Degussa Admixtures, Inc.) is a leading provider of innovative chemical admixtures used in the production of specialty and high quality concrete to meet specific performance requirements in the ready-mix, paving, precast/prestressed, manufactured concrete products and underground construction industries.

The company offers the widest range of concrete admixtures and silica fume available from a single source used to improve the placing, pumping, finishing, and appearance characteristics of concrete. BASF Admixtures, Inc. has always been at the forefront of innovation in the concrete construction market. Through its globally-respected Master Builders brand, BASF Admixtures, Inc. offers products -- such as Glenium®, PolyHeed®, Pozzolith®, Rheobuild®, Delvo® and others -- that ensure high strength and durability, inhibit corrosion of steel embedded in concrete, allow effective placement of concrete underwater and improve placing, pumping and finishing. New liquid coloring admixtures developed specifically for ready mix and precast production ensure enduring, structurally sound colored architectural concrete. Special chemistries allow effective placement of concrete in extreme weather conditions and in difficult applications, enhance surface appearance and ensure consistent quality and improved productivity.

The full line of Master Builders brand products is backed by the support and service of a network of experienced local technical representatives, and a world-class research and development center devoted exclusively to the advancement of the art and science of concrete. For more than 90 years, BASF Admixtures, Inc. has been providing solutions to construction challenges around the world.

BASF Admixtures is part of the Construction Chemicals Division of BASF, the world's leading chemical company. Headquartered in Ludwigshafen, Germany, where the company operates the world's largest integrated chemical complex, the BASF Group comprises more than 160 subsidiaries and affiliates, with customers in more than 170 countries, production sites in 41 countries and more than 81,000 employees.

For more information, visit <http://www.basf-admixtures.com> or www.masterbuilders.com



R. JOHN CRAIG MEMORIAL AWARD

The concept of a National Concrete Canoe Competition had been around for a number of years. In the mid 1980s Dr. R. John Craig, a professor at the New Jersey Institute of Technology and member of the ASCE Committee on Student Services (CSS), and other members of CSS began to formulate plans for more uniform Regional Competitions and formalized a plan to study the feasibility of a National Competition.

In the spring of 1985 Dr. Craig first brought his grand vision of a National Concrete Canoe Competition to ASCE. He was instrumental in bringing delegates from all over the country to meet one auspicious day in New York City at the executive conference of the ASCE National Headquarters. During this meeting the feasibility of conducting a National Concrete Canoe Competition was discussed, preliminary rules prepared, and a formal recommendation to proceed was drafted.

In the fall of 1985 the preliminary rules were presented to the Committee on Student Services (CSS). During the next year discussions regarding sponsorship were conducted with BASF Admixtures, Inc. (formerly known as Degussa Admixtures, Inc. and prior to that as Master Builders, Inc.) and ASCE Headquarters. After almost two years of committee debate, while meeting at the fall 1987 ASCE National Convention the Educational Activities Committee (EdAC) adopted the preliminary rules and established a standing task committee to implement the rules and requirements.

In the winter of 1987, just as the first National Competition was in sight, Dr. Craig was diagnosed with a rare inoperable brain tumor. He passed away just two months before his dream of a National Concrete Canoe Competition came to fruition. In June of 1988 the first National Competition was held in East Lansing, Michigan hosted by Michigan State University.

In the spring of 1989, CSS approved the formation of a permanent subcommittee to ensure the execution of the National Concrete Canoe Competition. Through the efforts and dedication of individuals like Dr. R. John Craig their efforts have established this National Concrete Canoe Competition.

In that spirit ASCE and BASF Admixtures, Inc. have dedicated the Coed Sprint Race as a memorial to the teamwork and dedication of Dr. R. John Craig. It is our distinct honor to present the *R. John Craig Memorial Award* to the school that best exemplifies the spirit and cooperative ideals of the Competition by placing first in the Coed Sprint Race each year.

TONY P. CHREST AWARD FOR INNOVATION

The *Tony P. Chrest Award for Innovation* was established by BASF Admixtures, Inc. in 2002 to honor Anthony P. (Tony) Chrest, a champion of the concrete canoe competitions on both the conference and national level. He served as a national concrete canoe judge in 1996 and as the first returning judge in 1997, and is remembered for challenging participants and organizers to increase the level of innovation applied to the concrete canoe project.

As Senior Vice President and Corporate Chief Engineer of Walker Parking Consultants, Mr. Chrest was a fellow of both ACI and the Prestressed Concrete Institute. He acted as a senior project manager, as well as a senior structural advisor and designer on Walker's largest projects. With more than 30 years of industry experience, Mr. Chrest was responsible for project management, structural system concepts, master specification preparation, in-house education, and quality assurance.

Mr. Chrest held a BA from St. Benedicts College (1963), a BS in Civil Engineering from Colorado State University (1964), and a Master's degree in Structural Engineering from Purdue University (1966). Mr. Chrest co-authored the book, *Parking Structures*, now in its third edition, which defines the planning, design, construction, maintenance and repair of parking facilities. He also taught at North Carolina State University for two years (1972-1974).

As a tribute to Mr. Chrest, who died suddenly in the summer of 2002, BASF Admixtures, Inc. has established the *Tony P. Chrest Award for Innovation* to "recognize superior and creative use of technology and materials in the construction of a concrete canoe."

AMERICAN CONCRETE INSTITUTE (ACI) AWARD FOR EXCELLENCE IN CONCRETE CANOE DESIGN

For more than 100 years, members of the American Concrete Institute (ACI) have been advancing concrete knowledge. Volunteers who serve on the Institute's committees have developed code requirements, specifications, guides, and educational documents that improve the performance of concrete structures. ACI technical committees produce documents dealing with the design, construction, and repair of concrete structures. These documents include ACI 318, "Building Code Requirements for Structural Concrete," the forerunner of which was "Standard Building Regulations for the Use of Reinforced Concrete," when adopted as a tentative standard of the Institute early in the 20th century. Since then, ACI 318 has been the universal standard for design of reinforced concrete, and more recently for structural plain concrete.

ACI committees develop documents that deal with conventional structures such as buildings, bridges, pavements, and dams. But they also deal with unconventional structures such as offshore structures, guideways, and concrete shells, and unconventional placement methods such as shotcrete and preplaced-aggregate concrete. Committees with interests in fiber-reinforced concrete, pervious pavements, self-consolidating concrete, and tilt-up panels all find a home at ACI.

The ACI Educational Activities Committee was formed in 1970 to develop seminars and prepare practice-oriented publications, but an event in that same year was the impetus for an energetic student activities program. Students in a civil engineering honors class studying under Clyde Kesler, an ACI past president, built and paddled their first concrete canoe. The next year, civil engineering students from the University of Illinois and Purdue staged a concrete canoe race, and by 1972 a Midwest race held in Indiana featured entries from 17 schools. ASCE student chapters, ACI Chapters, and other local organizations joined the effort in what evolved into the current National Concrete Canoe Competition. The ACI Student Activities Committee gave best construction awards at various canoe racing sites in the early 1980s, and this committee continues to sponsor student competitions related to concrete design and construction.

As a tribute to all of the ACI members who have unselfishly volunteered their services to advance concrete knowledge, ACI has established the *American Concrete Institute Award for Excellence in Concrete Canoe Design* to "recognize use of basic design principles for unconventional applications."

Section 1 – GENERAL RULES AND ELIGIBILITY REQUIREMENTS

1.0 RULE CHANGES AND PRECEDENCE

The rules and regulations are modified and updated from year to year to address issues that have developed from the Conference and National Competitions and feedback provided by judges, competitors and advisors, in an effort to improve the overall competition. Teams are strongly cautioned to read this entire document carefully and disregard rules and website postings from previous years. In addition, teams should not consider items such as, but not limited to, rulings and interpretations made by conference and national judges in previous competitions and answers provided in previous *Frequently Asked Questions* (FAQ) as setting precedence for this year's competition.

1.1 QUALIFIERS

A team shall have qualified as a first place winner or designated alternate in conjunction with one of the eighteen (18) nationwide ASCE Student Conferences or as the host school of the National Concrete Canoe Competition (NCCC or National Competition). All qualifying teams and the host school must represent an ASCE Student Group. The host school has the choice of competing in the current year or delaying their entry until the following year.

In order to facilitate broader participation by ASCE Student Groups in Student Conference activities, the ASCE Committee on Student Activities (CSA) wishes to stress the importance of the conference as an event that is much more than a qualifying round for national competitions, and to highlight the required events at a conference. As such, the following qualifications are required of all ASCE Student Groups in order to participate in an ASCE-sponsored National Competition.

An ASCE Student Group must be:

1. In good standing with ASCE (annual report and annual dues submitted and received by ASCE prior to the start of a Student Conference).
2. A qualified Student Conference participant as shown through their school's:
 - a) good faith participation in the Student Conference Business Meeting (i.e. attendance by representatives of the student group);
 - b) good faith participation in the Student Conference Paper Competition (i.e. submission and presentation by at least one member of the school); and
 - c) meeting any additional requirements of student conference participation set by the student conference at the previous years' business meeting or in their written and approved, by-laws, standing rules, or constitution.

Note: The concrete canoe design paper/oral presentation does not count as an entry into the Student Conference Paper Competition.

In order to earn an invitation to the National Competition a student team shall qualify through participation in an ASCE Conference Concrete Canoe Competition (Conference Competition). There must be at least three (3) eligible ASCE Student Groups that are official members of the Conference participating in the concrete canoe competition in order to constitute a qualified Conference Competition. In addition, a Conference Competition must be hosted by

a school that is an official member of the Conference. A school cannot qualify for the National Competition in more than one (1) Conference. Only one (1) team from any given university can compete in a Conference Competition.

If any of the top five placed teams from the previous year's National Competition (see PAST WINNERS AND HOST SCHOOLS) qualify for the current year's National Competition, the second place team from the respective conference will be invited to attend the National Competition, assuming that they meet all of the qualification requirements.

1.2 REGISTERED PARTICIPANTS

A team may register up to five (5) male and five (5) female participants. Teams may have less than ten (10) registered participants. These registered participants are the only persons eligible to present or answer questions for the oral presentation and/or compete in the races. Substitutions of registered participants will be allowed up to the time of on-site registration. No substitutions shall be permitted after on-site registration. Each team shall designate two (2) of the registered participants to serve as team captains. The designated captains are the only individuals eligible to file appeals on behalf of the school.

1.2.1 Eligibility Requirements

Registered participants at the Conference and National Competitions shall meet all of the following requirements:

- a. Be an undergraduate student majoring in engineering during the academic year in which the canoe was constructed. Students do not need to be enrolled during the entire academic year (for example, students graduating in December, or students who were not in school during the fall term but are in school for the spring term.) Students that graduate during the course of the academic year and have begun graduate studies during the same academic year are eligible to compete if they meet the remaining requirements. For all intents and purposes, the 2006–07 academic year is defined as the time between August 2006 and June 2007.
- b. Be members of an ASCE Student Group in good standing (Section 1.1).
- c. Be National Student Members of ASCE. ASCE student membership numbers shall be required upon registration.
- d. Have contributed to the design and construction of the concrete canoe.

1.2.2 Term Limits

Registered participation shall not exceed three (3) years (consecutive or non-consecutive). There are no term limits for participation in other supportive roles. Registered participation is defined as being one of the official team members that present and/or paddle during a Conference or National Competition. Participating as a presenter and/or paddler at the conference and/or national level within a given academic year is considered a year of eligibility.

There shall be no limit to the number of support personnel permitted to prepare the design paper, oral presentation, and assist at the races. All students, both undergraduate and graduate, are strongly encouraged to actively participate in their school's canoe project (concrete and materials design and testing, canoe design and construction, design paper, fundraising, oral presentation preparation, etc.), including support at the canoe competitions.

1.3 PUBLICITY

For publicity purposes, ASCE and/or BASF Admixtures, Inc. may use any or all canoes and papers entered in the National Competition for a period of one (1) year from the date of the competition. All associated transportation costs, etc. shall be paid for by the ASCE and/or BASF Admixtures, Inc.

1.4 TECHNICAL ASSISTANCE

As the primary corporate sponsor of the National Concrete Canoe Competition, BASF Admixtures, Inc. is committed to providing admixture samples and technical assistance with concrete mixture proportions to all competitors. Students are encouraged to contact the BASF Admixtures, Inc. Technical Information Group at 1-800-628-9990 to request admixture samples and/or mixture proportion assistance from a local BASF Admixtures, Inc. sales representative.

Students are also encouraged to visit the BASF Admixtures' home page (www.basf-admixtures.com or www.masterbuilders.com) for product information. BASF Admixtures, Inc. may direct the students to contact other national sponsors for technical support and material samples, as appropriate.

1.5 SPONSORSHIP

The use of trade and company names for services, products, and intellectual property shall be permitted in the design report for informational purposes only. Sponsorship recognition shall be limited to T-shirts, other apparel, or other non-competition related material. Sponsors are not to be recognized on the Final Product Display (Section 10).

1.6 NCCC LIST SERVER

Questions regarding rule interpretations should be directed via e-mail to the Committee on National Concrete Canoe Competitions (CNCCC) at cnccc@ermail.asce.org. Questions along with their official responses will be broadcast to the NCCC list server unless a specific request is made for privacy. Private questions may be published in a generic format so as to keep private any specific innovative use of materials or ideas. Teams are strongly encouraged to contact the CNCCC to avoid misinterpretation of rules at the Conference and National Competitions. Please note that only questions directed to cnccc@ermail.asce.org will receive a response from the CNCCC. The cut-off date for submitting a question to the CNCCC is Friday, February 23, 2007. Questions received after this date will not be acknowledged or addressed. All questions (except those that are private) and official responses will be accumulated and published to the NCCC list server in an FAQ document by the CNCCC on or about November 1, 2006 and March 1, 2007.

The NCCC list server is available as a forum for general questions and answers for anyone to use. Teams are required to subscribe to the list server. Teams are also responsible for all information provided in the rules and regulations, the general questions and answers from the list server, and information given at competitions from the date of the release of the information.

Students may join the canoe@ftl.com list server by sending an email to majordomo@ftl.com with a body of "subscribe canoe" or "subscribe canoe <your e-mail address>". For more information, send an email to majordomo@ftl.com with a body of "HELP".

1.6.1 Format for Questions Submitted to the List Server

In order for the CNCCC to respond to the questions submitted via e-mail to the NCCC List Server in a timely manner, the following format is required:

- a. In the "Subject" of the e-mail, indicate which section(s) are being referenced (For example, "Question Regarding Section 3.3.2, Aggregate Proportioning").
- b. In the body of the e-mail, provide, verbatim, the particular sentence or paragraph in question along with the question(s) being asked. Please be as specific as possible when providing the questions.
- c. If questions regarding materials or products are being asked (such as the legality of admixtures), teams should provide relevant data (such as technical data sheets) with their e-mails for CNCCC review.

1.7 GENERAL INFORMATION

General information on the concrete canoe competition as well as registration information for the National Concrete Canoe Competition each spring is located on the ASCE website (www.asce.org/inside/stud_chapacts.cfm). Students shall be responsible for registration materials, design paper and Engineer's Notebook submittal deadlines published on these websites. Questions regarding national race qualifying procedures, etc. should be directed to the Student Services Department of ASCE via email (student@asce.org) or phone 1-800-548-ASCE or 703-295-6000.

1.8 SPIRIT OF THE COMPETITION

Under the "Spirit of the Competition," the judges and/or the CNCCC may take disciplinary action, including warnings, point deductions, or disqualification of a team or entry for inappropriate use of materials, language, alcohol, uncooperativeness, or general unprofessional behavior of team members or persons associated with a team. The judges and/or the CNCCC have the final authority to determine what constitutes a violation of the "Spirit of the Competition" and may take appropriate action towards point deduction or disqualification.

1.9 APPEALS AND FINAL SCORE VALIDATION

1.9.1 Conference Competition

Appeals at the conference level shall be filed by the designated team captains using the *Request for Clarification and Appeals Form* (Appendix B-4) provided by either the Conference Head Judge or the conference host school. At the Conference Competition, the judges will make every effort to resolve an appeal. Judges may, at their discretion, contact the CNCCC directly or through the assistance from Committee on Student Activities (CSA) representative on-site for guidance in resolving an appeal. All appeals shall be resolved at the Conference Competition before the Awards Ceremony. Judges' original score sheets (Appendix A) and final electronic score sheets will be checked and officially ratified by the Conference Head Judge before the Awards Ceremony.

1.9.2 National Competition

Appeals at the national level shall be filed by the designated team captains using the *Request for Clarification and Appeals Form* (Appendix B-5) provided by the CNCCC. At the National Competition, the judges will make every effort to resolve an appeal with direct assistance from the CNCCC. All appeals shall be resolved before the Awards

Ceremony. Judges' original score sheets (Appendix A) and final electronic score sheets will be checked and officially ratified by the National Head Judge and the CNCCC before the Awards Ceremony.

1.10 CANOE REMOVAL

It is the responsibility of the participating schools to remove their entire canoe and any associated debris from the host school site after the competition. The host school has the option to remove any remaining canoe debris from the site and bill the responsible school.

1.11 SAFETY

It is the responsibility of all participants to be knowledgeable of Occupational Safety and Health Administration (OSHA) policies. See www.osha.gov for more information.

It is the responsibility of all participants to know about the materials with which they are working. (See the "Laboratories" and "Hazard Communication" Safety and Health Topics at www.osha.gov.) Participants should obtain and read material safety data sheets (MSDS) for each material with which they will be working.

It is the responsibility of all participants to work in a safe manner in a safe workplace environment. (See the "Construction: Concrete and Masonry," "Personal Protective Equipment," and "Ventilation" Safety and Health Topics at www.osha.gov. Also see the "Silicosis Fact Sheet for Construction Workers" at www.osha.gov.)

Refer to Section 11 – RACE RULES AND REGULATIONS, in particular, Section 11.2, "Safety", in regards to safety on the water.

- - END OF SECTION 1 - -

Section 2 – CANOE

CNCCC Intent – The intent of this section is to provide the specifications for the canoe. In general, teams are tasked to design and construct a canoe that (a) can withstand the rigors of competition including the transportation to and from the conference and national events, (b) are constructed of materials that are in **strict compliance** with all of the rules and regulations, (c) has been built within the current academic year and constructed and finished solely by the students, and (d) certified as passing the flotation test to the satisfaction of the judges and/or CNCCC.

2.0 GENERAL

From herein, the term “canoe” shall be defined as any watercraft designed for paddlers using single-blade paddles. The same canoe shall be used at both the Conference and National Competitions and must be built with the durability required to perform in both competitions and to be transported to and from the competition events.

The canoe shall be built within the current academic year. All canoes shall be constructed and finished by the students themselves. For all intents and purposes, construction relates to the actual placement of concrete, reinforcement, and flotation materials to the canoe; finishing relates to the sanding, staining, painting, and sealing of the canoe, as well as the application of letters to the canoe. The fabrication of the canoe mold and lettering may be created with assistance from outside sources/vendors.

The canoe shall pass a flotation test whereby the canoe floats horizontally, with a point within two (2) feet of the most exterior point of each end breaking the water surface, when completely filled with water (Section 2.10). The canoe shall be certified as safe before entering any race, to the satisfaction of the judges and/or CNCCC. Canoes that do not pass the flotation test on the first attempt will be assessed an automatic deduction in Final Product.

All canoes are subject to an official weigh-in at the National Competition only (Appendix A-6). The weight of the canoe shall be compared to the weight reported on the *Compliance Certificate*.

2.1 DIMENSIONAL CONSTRAINTS

2.1.1 Length

The length of the canoe is restricted to a maximum of 20.0 feet. The length is defined as the end-to-end measurement of the canoe taking into account the outermost dimensions of the hull as measured at the gunwale.

2.1.2 Gunwale Beam

The maximum beam width of the canoe shall be between 28.0 and 32.0 inches. The location of the maximum beam width along the gunwale is at the discretion of the team. The measurement of the maximum beam width is defined as the outermost dimension of the hull skin as measured at the gunwale.

2.1.3 Other Dimensions

The length (Section 2.1.1) and gunwale beam width (Section 2.1.2) are the only dimensions that are regulated for the competition. The dimensions for other canoe parameters such as, but not limited to, depth, hull thickness, radii of chines, and rocker, are not regulated and their values are at the sole discretion of the team.

2.2 CONCRETE AND REINFORCEMENT

All concrete shall comply with all of the rules and regulations presented in Section 3 - CONCRETE. All materials not part of a concrete mixture, with the exception of materials that are used for flotation, shall be classified as a reinforcing material and shall comply with all of the specifications presented in Section 4 - REINFORCEMENT.

2.3 STRUCTURAL ELEMENTS

The use of structural elements such as, but not limited to, ribs, gunwales, thwarts, and bulkheads shall be permitted as long as they do not impede paddlers from safely exiting the canoe. All canoe components, external protrusions, and structural elements shall be made of materials that are in full compliance with Section 3 – CONCRETE and Section 4 - REINFORCEMENT. Any reinforcement used in the canoe components, external protrusions, and structural elements must comply with the thickness (Section 4.3.1) and percent open area (Section 4.3.2) requirements.

2.4 PADDLER RESTRAINTS

Fixed paddler restraints, such as straps, seatbelts, Velcro®, or any other item that attaches the paddler to the canoe or that interferes with the paddler safely exiting the canoe in the event of capsizing, are not permitted. The judges and/or CNCCC shall prohibit the use of any paddler restraints if safety is deemed an issue.

2.5 PADDLES

Canoes shall be paddled and not rowed. Paddles shall be single-bladed and may be straight bladed or bent. Spare paddles are permitted in the canoe during the races.

2.6 SEATS AND MATS

Seats can not exceed a 20" x 20" x 20" maximum. Mats can not exceed a 20" x 30" x ½" thick maximum. Seats and mats cannot be used together, at the same time, by one paddler. Each paddler may use either a seat or a mat as described above, but not both. The paddlers do not have to use the same types of seat or mat when paddling in the same race (for example, the seats may be of different dimensions; or one paddler uses a seat and another uses a mat). The seats and/or mats shall be available for review by the judges in the configuration that they will be used during Final Product judging.

2.7 SLIP RESISTANT MATERIAL

The use of non-skid tape or other slip resistant material is not permitted.

2.8 SPRAY SKIRTS

Post-construction applied devices that prevent water from entering the canoe, such as spray skirts, are not permitted. This includes any flotation material that is required to pass the flotation test.

2.9 GUNWALE

The gunwale shall be finished in such a way as to prevent injury to the paddlers (i.e., no exposed reinforcing or sharp edges). Gunwale caps or coverings that are not cast as an integral part of the original canoe shall not introduce a structural element to the canoe. Exterior gunwale caps that could provide rigidity (e.g., wood strips,

plastic channels, or other rigid materials) shall be cut into sections no longer than two (2) feet each. Typical pipe insulation foam used as gunwale protection shall be permitted and is not considered as providing rigidity. No gunwale protection shall be permitted within two (2) feet of either the bow or stern ends of the canoe (Figure 2.1).

2.10 FLOTATION

2.10.1 Requirements

Canoes should be able to pass the flotation test either by the inherently buoyant design of the canoe or through the incorporation of flotation material in the design. For safety reasons, no hollow cavities or air bladders are permitted. Flotation material shall be solid blocks of material (such as foam, wood, etc.). Flotation material in the final form of particulates (such as foam peanuts, sawdust, and similar products) is not permitted. **All flotation material that is incorporated into the canoe must be encased in concrete.** The only exception to this requirement is flotation material that is added to a canoe that does not pass the flotation test (Section 2.10.2)

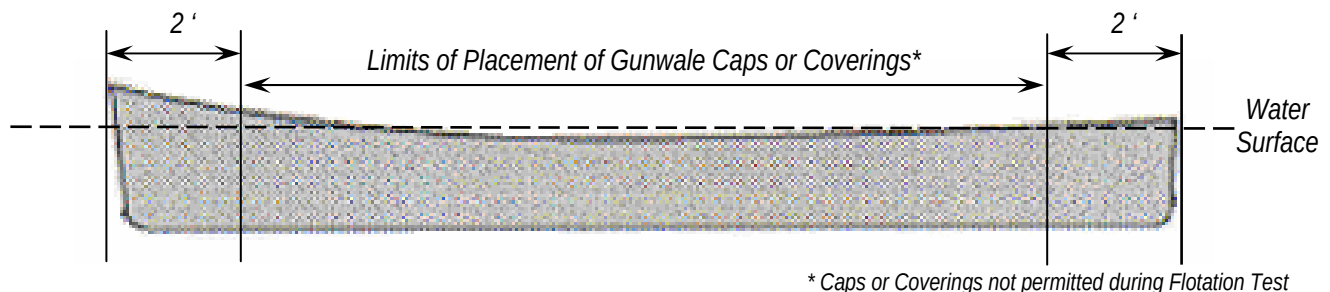
Gunwale caps or coverings (Section 2.9) are not permitted on the canoe during the flotation test. Once the canoe has been certified as passing the flotation test, gunwale caps and covers may then be added.

2.10.2 Flotation Test

The canoe shall pass a flotation test whereby the canoe floats horizontally, with a point within two (2) feet of the most exterior point of each end breaking the water surface simultaneously (Figure 2.1), within five (5) minutes of being completely filled with water. The canoe shall be certified as safe before entering any race, to the satisfaction of the judges and/or the CNCCC.

Canoes that do not pass the flotation test on the first attempt will automatically be assessed a 25-point deduction on the Final Product.

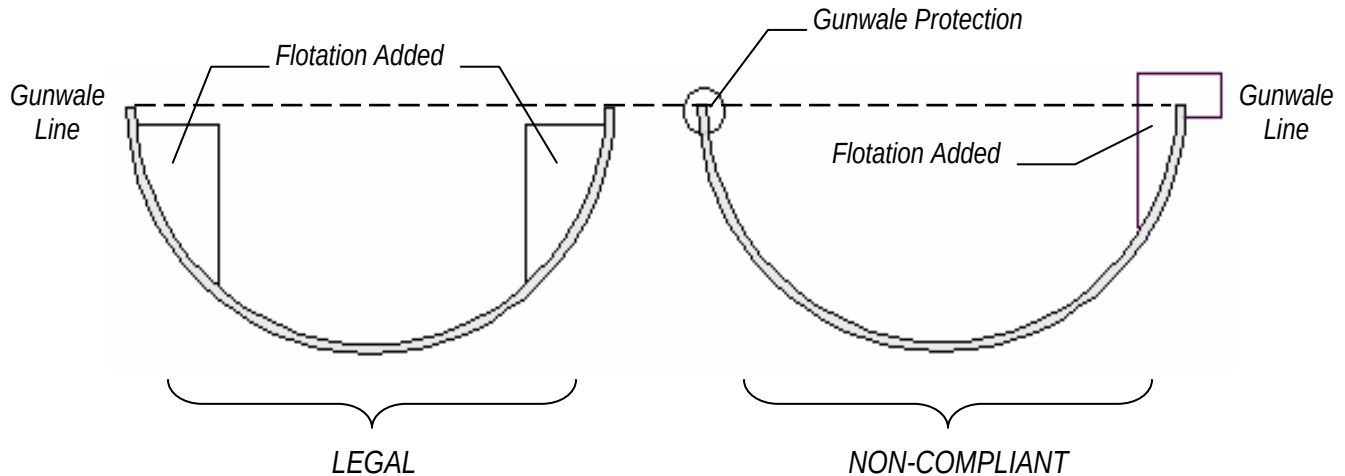
Figure 2.1 – Flotation Test and Limits of Gunwale Protection (Not to Scale)



2.10.3 Additional Flotation

In the event that a canoe does not pass the flotation test, teams shall be required to add additional flotation materials until the canoe does pass the test to the satisfaction of the judges and/or the CNCCC. Any additional flotation that is applied (including the materials used to attach it, i.e., tape) must be secured to the inside of the canoe and must be below the gunwale line (Figure 2.2). No flotation material shall be permitted on the top of the bow and stern sections. Gunwale caps and coverings shall not be permitted to serve as flotation material (Section 2.10.1).

Figure 2.2 – Examples of Additional Flotation to Pass the Flotation Test



No new flotation shall be allowed between the Conference and National Competitions without point deduction. Flotation added at the Conference Competition shall remain in place for the National Competition.

2.11 REPAIRS

2.11.1 Repairs Made During Competition

During the Conference and National Competitions, inclusive of all events and transportation to and from the events, repairs can be made only with tape. Any type of tape is allowed. Canoes will be assessed a deduction if tape is used as a result of a durability issue. In the event of damage resulting from a collision with other canoes or circumstances beyond the students' control, deductions for a tape repair will not be assessed. Deductions for the use of tape for durability reasons do not apply to the tape used to secure a gunwale cap or cover or any tape that is added to secure flotation material necessary to pass the flotation test.

For each instance that tape must be applied to repair damage to a canoe resulting from collision or circumstances beyond the students' control, the team must first file a *Damage/Accident Report* (Appendix B-3) with the judges and/or the CNCCC and receive written approval before any tape can be applied to the canoe. This applies to all incidents that require tape (that is, permission to use tape to repair one instance of damage does not give the team the freedom to put tape elsewhere on the canoe; permission is needed for each and every instance).

During the Conference Competitions, the judges will inspect for tape usage as a repair material. During the National Competition, the judges and/or the CNCCC will inspect for tape usage as a repair material.

2.11.2 Repairs Made Between Conference and National Competitions

Repairs made to the original canoe or the request to reconstruct a canoe is subject to the requirements outlined in Section 2.11.4, "Repair Procedure Report and Reconstruction Request." Refinishing of the canoe (such as, but not limited to, additional sanding, repairing minor dent and cracks, and the reapplication of stains and sealers) constitutes a repair and is subject to the regulations of this section. Any proposed repairs shall be made using allowable materials as defined in Section 2.11.3, "Repair Materials," and are subject to review by the CNCCC. If reconstruction is granted by the CNCCC, the resulting canoe shall have the same hull design, materials, concrete mix design proportions, and performance characteristics of the original canoe.

2.11.3 Repair Materials

Pre-packaged or pre-mixed concrete, mortar, or grout is not permitted in the construction or repair of the canoe. Bondo®, epoxy, or similar materials are not permitted as patching or filler material at any time during the construction of the canoe, as a repair material for the canoe during the Conference and National Competitions, or as a repair material between the Conference and National Competitions.

Concrete and reinforcing materials used for repairs of the canoe between the Conference and National Competitions shall meet all of the requirements of Section 2.11.4, "Repair Procedure Report and Reconstruction Request," Section 3 – CONCRETE and Section 4 – REINFORCEMENT.

2.11.4 Repair Procedure Report and Reconstruction Request

2.11.4.1 General

In the event that the qualifying canoe is damaged during the Conference Competition or between the Conference and National Competitions, the Student Group may patch, repair, and refinish the canoe following the submission and approval of a *Repair Procedures Report*. In the event that a qualifying canoe is damaged beyond repair during Conference Competition or is accidentally damaged beyond repair after the completion of the Conference Competition, the team captain shall submit a *Reconstruction Request* to the CNCCC to rebuild the canoe.

2.11.4.2 Submission

The *Repair Procedures Report* or *Reconstruction Request* form (whichever is applicable) must be (a) formally requested from the CNCCC, (b) completed, (c) signed by the team captain(s) and the faculty advisor, and (d) received by the CNCCC within five (5) business days of the completion of the Conference Competition or of the date that an incident damaging the canoe occurred. Hereafter, the faculty advisor may be either the faculty member who serves as a technical advisor to the team or the advisor of the school's ASCE Student Group. The *Repair Procedure Report* and *Reconstruction Request* must be obtained via an e-mail request to cnccc@ermail.asce.org. Samples of these documents are provided as Appendix B-1 and B-2, respectively.

2.11.4.3 Requirements

The *Repair Procedure Report* must contain sufficient information regarding the cause and extent of damage to the canoe and the proposed repairs (including, but not limited to, the methodology, repair materials, and area of damage) in order to enable the CNCCC to make a decision regarding the approval of repairs. The CNCCC will review the *Repair Procedure Report* and, if necessary, will provide comments regarding the legality and suitability of the proposed repairs. Teams may be required to resubmit their *Repair Procedure Report* based on the comments provided by the CNCCC. Schools should not repair the canoe until final written approval is given by the CNCCC.

If the CNCCC does not permit the team to repair the canoe, the team shall be given an opportunity to make a determination of whether or not it can safely compete at the National Competition with a non-repaired canoe. If this requirement is not possible, the Student Group shall forfeit to the designated alternate Student Group concrete canoe team within their Conference.

The *Reconstruction Request* must contain sufficient information to enable the CNCCC to make a decision regarding the cause and extent of the catastrophic damage. The catastrophic damage to the canoe that occurs at the Conference Competition or as a result of an accident outside of the Conference Competition shall result in a

thorough review of the durability and design of the canoe by CNCCC. The supporting documentation should include pictures of the damaged canoe, signed written explanation of events, police reports (if any) and other relevant documentation. The CNCCC will review the request and provide a decision as to whether or not the Student Group shall be allowed to rebuild their canoe. Teams may be required to resubmit their *Reconstruction Request* based on the comments provided by the CNCCC. If it is determined by CNCCC that poor design resulted in the damage to the canoe, the *Reconstruction Request* will be denied and the 2nd place team will be invited to the National Concrete Canoe Competition.

In both of the aforementioned cases, if it is determined that the canoe may be re-built, the resulting canoe shall be of the same hull design, materials, concrete mix design, proportions, and performance characteristics of the original canoe. If this requirement is not possible, the Student Group shall forfeit to the designated alternate Student Group concrete canoe team within their Conference.

2.11.4.3 Point Deductions and Waiver

Canoes that are granted permission to repair their canoes by the CNCCC shall be assessed a 25-point deduction at the National Competition (Section 9.4.3). Canoes that are granted permission to reconstruct by the CNCCC shall be assessed a 50-point deduction at the National Competition (Section 9.4.4).

The CNCCC reserves the right to waive the automatic deductions that may be assessed for repairs or reconstruction of a canoe with damage sustained due to accidents such as collisions during races. Proper documentation (official *Damage/Accident Report* signed by the Head Judge) substantiating that the damage is the result of an accident shall be provided with any official *Repair Procedure Report* or *Reconstruction Request* that is submitted to the CNCCC. The CNCCC shall review this on a case-by-case basis.

-- END OF SECTION 2 --

Section 3 – CONCRETE

CNCCC Intent – The intent of this section is to provide the specifications for the various concrete mixtures that teams may proportion for their concrete canoe. In general, teams are permitted to use one (1) or more concrete mixtures that (a) contain a combination of portland cement and fly ash and/or slag cement, (b) contains a specific amount of aggregate that meets the ASTM C 33 gradation requirements for “fine aggregate”, (c) meets a minimum specified gravimetrically-measured air content of 6.0% (d) has a water-to-cementitious material ratio (w/cm) ratio not greater than 0.50, and (e) meets a cement-to-cementitious ratio (c/cm) dependent on the combination of portland cement, fly ash and/or slag cement.

3.0 GENERAL

Concrete is “a composite material that consists essentially of a binding medium within which are embedded particles or fragments of aggregate” (ACI 116; ASTM C 125). Concrete mixtures, regardless of their use in the canoe, are defined as unique and independent mixes and shall comply with all of the requirements of this section. Any concrete mixture used in the canoe that is deemed not in compliance with these rules and regulations will result in a point deduction. This includes non-compliance as the result of mathematical errors or incorrect calculations.

Pre-packaged or pre-mixed concrete, mortar, or grout is not permitted in the construction or repair of the canoe. Bondo®, epoxy or similar materials are not permitted at any time during the casting of the canoe (i.e., placement of concrete, reinforcement and flotation). Bondo®, epoxy or similar materials are permitted in mold fabrication. Mixtures used as filler and patching materials during the construction or repair of the canoe (i.e., used for cracks, bug holes, low spots, etc.) shall be portland cement-based meeting all of the requirements of this section.

3.1 REFERENCES

The publications listed below form part of this specification to the extent referenced. The latest version of each standard shall govern wherever referenced. The publications are referred to in the text by basic designation only.

ACI 116	Cement and Concrete Terminology
ASTM C 33	Standard Specification for Concrete Aggregates
ASTM C 39/C 39M	Standard Test Method for Compressive Strength of Cylindrical Concrete Specimens
ASTM C 109	Standard Test Method for Compressive Strength of Hydraulic Cement Mortars (Using 2 in. or [50 mm]) Cube Specimens
ASTM C 125	Standard Terminology Relating to Concrete and Concrete Aggregates
ASTM C 127	Standard Test Method for Density, Relative Density (Specific Gravity) and Absorption of Coarse Aggregates
ASTM C 128	Standard Test Method for Specific Gravity and Absorption of Fine Aggregates
ASTM C 136	Standard Test Method for Sieve Analysis of Fine and Coarse Aggregates

ASTM C 138/C 138M	Standard Test Method for Density (Unit Weight), Yield, and Air Content (Gravimetric) of Concrete
ASTM C 150	Standard Specification for Portland Cement
ASTM C 260	Standard Specifications for Air-Entraining Admixtures for Concrete
ASTM C 309	Standard Specification for Liquid Membrane-Forming Compounds for Curing Concrete
ASTM C 494/C 494M	Standard Specification for Chemical Admixtures for Concrete
ASTM C 496/C 496M	Standard Test Method for Splitting Tensile Strength of Cylindrical Concrete Specimens
ASTM C 595	Standard Specification for Blended Hydraulic Cements
ASTM C 618	Standard Specification for Coal Fly Ash and Raw or Calcined Natural Pozzolan for Use as a Mineral Admixture in Concrete
ASTM C 979	Specifications for Pigments for Integrally Colored Concrete
ASTM C 989	Standard Specification for Ground Granulated Blast-Furnace Slag for Use in Concrete and Mortars
ASTM C 1116	Standard Specification for Fiber-Reinforced Concrete and Shotcrete
ASTM C 1240	Standard Specification for Use of Silica Fume as a Mineral Admixture in Hydraulic Cement Concrete, Mortar, and Grout
ASTM C 1315	Standard Specification for Liquid Membrane-Forming Compounds Having Special Properties for Curing and Sealing Concrete
ASTM C 1438	Standard Specification for Latex and Powder Modifiers for Hydraulic Cement Concrete and Mortar

3.2 MATERIALS

3.2.1 Cementitious Materials

3.2.1.1 Definition

Cementitious materials are defined as cements and pozzolans used in concrete and masonry construction. Cementitious materials include, but are not limited to, hydraulic cements, slag cement, and pozzolans (such as fly ash, silica fume, and metakaolin).

3.2.1.2 Hydraulic Cement

Shall meet the requirements of ASTM C 150 for portland cement or ASTM C 595 for blended hydraulic cement and shall react with water to form a binder.

3.2.1.3 Fly Ash

Shall meet the requirements of ASTM C 618, Class C or Class F, except loss-on-ignition not to exceed 3%.

3.2.1.4 Metakaolin

Shall meet the requirements of ASTM C 618, Class N.

3.2.1.5 Slag Cement

Shall meet the requirements of ASTM C 989, Grade 100 minimum.

3.2.1.6 Silica Fume

Shall meet the requirements of ASTM C 1240.

3.2.2 Aggregate

Shall fall within the gradation range for "fine aggregate" as outlined in Paragraph 6.1, "Sieve Analysis" of ASTM C 33 and shall constitute a minimum of 25% of the total weight of any concrete mixture. The weight percentage shall be based on a comparison of the total weight of all aggregates in the saturated, surface dry condition, to the total weight of the concrete (using yielded proportions). These requirements apply to the "composite" of the aggregates selected.

3.2.3 Fibers

Shall meet the requirements of ASTM C 1116 and shall be dispersed within the concrete matrix. Fibers shall not be considered an aggregate in any concrete mixture (Section 4.2).

3.2.4 Admixtures

3.2.4.1 Definition

By definition (ACI 116), admixtures are "a material other than water, aggregates, hydraulic cement, and fiber reinforcement, used as an ingredient of a cementitious mixture to modify its freshly mixed, setting or hardened properties and that is added to the batch before or during its mixing."

3.2.4.2 Water-Reducing (Normal, Mid-Range, and High-Range) and Set-Controlling Admixtures

Shall meet the requirements of ASTM C 494.

3.2.4.3 Air-Entraining Admixtures

Shall meet the requirements of ASTM C 260.

3.2.4.4 Coloring Admixtures/Agents and Concrete Pigments

Shall meet the requirements of ASTM C 979.

3.2.4.5 Polymer Modifier

Shall be a latex or re-dispersible powder formulated for use with hydraulic cements that meets the requirements of ASTM C 1438, Type II.

3.2.4.6 Specialty Admixtures

Specialty admixtures, such as but not limited to, shrinkage reducers, corrosion inhibitors, integral capillary waterproofer, lithium-based admixtures for mitigating alkali-silica reactivity, and viscosity-modifying admixtures, do not currently have ASTM standards. The use of these admixtures is not prohibited as long as such materials meet the definition of an admixture as defined above.

Epoxy resins (such as acrylic, phenolic, and polystyrene resins), their curing agents, asphalt emulsions, or similar materials shall not be considered as specialty admixtures and are strictly prohibited. Teams wishing to incorporate a material as a specialty admixture and have questions or concerns of whether it is an acceptable material shall contact the CNCCC via e-mail for a determination of its applicability.

3.3 REQUIREMENTS

3.3.1 Mass of Cementitious Materials

The amount of cementitious materials used in any concrete mixture for the canoe shall be in accordance with one of the following options. More than one (1) concrete mixture is permitted and the mixtures need not be the same option (for example, one concrete mixture can meet Option 1 and another concrete mixture can meet Option 3). All percentages listed below are by mass of total cementitious materials content of a given concrete mixture (using yielded proportions):

Option 1 - Minimum of 60% of the cementitious materials must consist of portland cement and a minimum of 15% fly ash. Additional cementitious materials, other than slag cement, are permitted in this option.

Option 2 - Minimum of 30% of the cementitious materials must consist of portland cement and a minimum of 25% slag cement. Additional cementitious materials, other than fly ash, are permitted in this option.

Option 3 - Minimum of 50% portland cement, with a minimum of 15% fly ash and a minimum of 25% slag cement. Additional cementitious materials are permitted in this option.

3.3.2 Aggregate Proportioning

The total amount of aggregate used in concrete mixtures may vary from one mix to another; however, each mixture must contain aggregate (Section 3.2.2) in it to be in accordance with the rules and regulations.

3.3.3 Allowable Water-to-Cementitious Materials Ratio

The maximum allowable water-cementitious materials (w/cm) ratio for any concrete mixture is 0.50. The water content of all admixtures, with the exception of air-entraining admixtures (if used), shall be taken into account in the determination of the w/cm ratio.

3.3.4 Minimum Air Content

The minimum required air content for any concrete mixture is 6.0%, measured gravimetrically (ASTM C 138).

3.3.5 Curing

Concrete shall be cured after placement and finishing using an appropriate curing method. Liquid membrane-forming compounds for curing concrete that are certified to meet the requirements of either ASTM C 309 or ASTM C 1315, and stated as such on the product data sheet, may be applied to any portion of the canoe at the discretion of the team.

If an ASTM C 309 liquid membrane-forming curing compound is selected for use, it must be Type 1 (clear or translucent without dye) or Type 1-D (clear or translucent with fugitive dye), Class A (no restrictions on dissolved solids), with a VOC content less than or equal to 700 g/L.

If an ASTM C 1315 liquid membrane-forming curing and sealing compound is selected for use, it must be Type I (clear or translucent), Class A (non-yellowing) or Class B (moderate yellowing), with a VOC content less than or equal to 700 g/L.

The application of either a curing compound or curing and sealing compound to any portion of the canoe shall be limited to a maximum of two (2) coats following the manufacturer's recommended procedure for application and thickness.

3.4 DOCUMENTATION

3.4.1 Mixture Proportions Table

The proportions of each mixture of concrete used in building and repairing the canoe shall be summarized in a copy of Table 3.1, "Summary of Mixture Proportions," and shall be included in Appendix B of the Design Paper (Section 6.2.2.i). Teams shall be responsible for mathematical accuracy and correct determination of all values and the proper use of significant digits. Table 3.1 is available on the list server for download. Please refer to Appendix C, "Guidelines for Mix Design Table," for information and helpful hints on how to correctly complete the table.

3.4.2 Gradation of Concrete Aggregates

Gradation curves, shown as percent finer vs. diameter (in mm), and gradation tables are to be provided for all of the concrete aggregates used in the final mixtures, and shall be presented under Appendix C of the Design Paper (Section 6.2.2.m) and Tab C of the Engineer's Notebook (Section 7.1.2). Gradations shall be provided for both the individual aggregate sources and the composite aggregate, and labeled accordingly.

The following information shall be provided:

- a. The upper and lower ASTM C 33 limits for fine aggregate must be shown.
- b. If two or more individual aggregate sources are used in a composite blend, a blending ratio based on percent of dry weight shall be stated. For example, for 100 lbs of a composite blend that is comprised of 50 lbs of pumice, 25 lbs of polystyrene beads, and 25 lbs of microspheres, the blending ratio may be

presented as 2:1:1 pumice:polystyrene:microspheres or 50% pumice, 25% polystyrene, 25% microspheres (by dry weight percentage).

Examples of the gradation curve and gradation table are provided as Figure 3.2 and Table 3.2, respectively. Multiple gradation curves may be placed on one gradation chart.

3.4.3 Engineering Properties

The concrete density and strengths shall be reported in both English and SI units to the accuracies outlined in the industry standards (e.g., ASTM C 39, C 109, C 138 and C 496, etc.) on the *Compliance Certificate* (Section 7)

3.4.4 Material Technical Data Sheets

Material Technical Data Sheets (MTDS) for each material used in the construction of the canoe shall be presented under Tab E of the Engineer's Notebook (Section 7.1.2.e). This includes, but is not limited to, cementitious materials (including cement), aggregate (other than natural or manufactured sands), chemical admixtures, and pigments. Please note that Material Data Safety Sheets (MSDS) are not equivalent documentation for MTDS.

3.4.5 Aggregate Sample(s)

A 500-gram (min) representative sample of the composite aggregate used in each concrete mixture shall be made available as part of the product display (Section 10.1.b). Samples shall be provided in either jars or plastic bags, and labeled accordingly.

3.4.6 Concrete Sample(s)

3.4.6.1 Cylinders for Final Product Display

A 3 in. x 6 in. cylindrical sample of each concrete mixture used in the canoe shall be made available for compliance checking as part of the product display (Section 10.1.b). The sample(s) shall be a quality control (QC) test cylinder taken at the time of construction and be representative of the in-place density, color, consistency and make-up of the concrete(s) used in the canoe. The concrete cylinders shall be provided in two halves, preferably sawn in half, or broken by performing a splitting-tensile test in accordance with ASTM C 496.

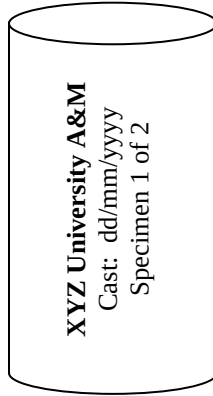
3.4.6.2 Cylinders for Testing and Verification (*National Competition Only*)

Teams that qualify for the National Competition shall also be required to submit two (2) 4 in. x 8 in. cylinders of each of their structural concrete mixtures for testing and verification purposes at the BASF Admixtures, Inc. laboratories in Cleveland, Ohio. These cylinders shall be made during casting of the concrete for the canoe and be representative of the in-place density, color, consistency and make-up of the structural concrete used in the canoe. Cylinders for concrete mixtures used for reasons other than as a primary structural concrete (such as for patching) are not required.

Once these cylinders have set, they shall be removed from the cylinder mold and cured in the same manner and for the same duration as the concrete canoe itself (e.g., dry cure under plastic wrap, wet cure under burlap sacks and plastic wrap, completely submerged in water tank; 3-day, 7-day, 28-day cure). Once the curing of the cylinders has been completed, the specimens shall be allowed to air-dry and securely placed to avoid damage.

Shipping information will be provided to the qualifying teams several weeks before the National Competition. Prior to shipping, each specimen shall be labeled using a permanent marker with the name of the school, date of casting (dd/mm/yyyy format), and specimen number as shown in Figure 3.1

Figure 3.1 – Labeling of 4-inch Diameter Cylinder



3.4.7 Reinforced Concrete Composite Sample

A 12 in. x 12 in. (min.) plate representative of the reinforced concrete composite used in the canoe shall be made available for compliance checking as part of the Final Product display (Section 10.1.b). The sample shall be representative of the concrete (in-place density, color, consistency and make-up) and reinforcement (type, amount, spacing, and orientation) used in the canoe. The thickness of the plate shall be representative of the thickness of the canoe. The stains and sealers used on the canoe (if any) shall not be applied to the reinforced concrete composite sample.

Table 3.1 – Summary of Mixture Proportions

Mixture: _____

Batch Size (ft³): _____

Cementitious Materials	Specific* Gravity	SSD Proportions as Designed		Actual Batched Proportions		SSD Yielded Proportions	
		Amount (lb/yd ³)	Volume (ft ³)	Amount (lb)	Volume (ft ³)	Amount (lb/yd ³)	Volume (ft ³)
1. ASTM C150 Portland Cement Type:							
2.							
3.							
4.							
Total of All Cementitious Materials							
Fibers							
1.							
2.							
Aggregates							
1. _____ Absorption, _____ % Batched Moisture Content, _____ %							
2. _____ Absorption, _____ % Batched Moisture Content, _____ %							
3. _____ Absorption, _____ % Batched Moisture Content, _____ %							
4. _____ Absorption, _____ % Batched Moisture Content, _____ %							
Total of All Aggregates							
Water							
Batched Water							
Total Free Water from All Aggregates							
Total Water from All Admixtures ^s							
Total Water							
Admixtures	% Solids	Amount (fl oz/cwt)	Water [‡] in Admixture (lb/yd ³)	Amount (fl oz)	Water [‡] in Admixture (lb)	Amount (fl oz/cwt)	Water [‡] in Admixture (lb/yd ³)
1. Air Entrainment							
2.							
3.							
4.							
Cement-Cementitious Materials Ratio							
Water-Cementitious Materials Ratio							
Flow (flow table), Slump, Slump Flow, in.							
Air Content, %							
Density (Unit Weight), lb/ft ³							
Gravimetric Air Content, %							
Yield, ft ³							

* For aggregates provide ASTM C 127 saturated, surface-dry bulk specific gravity.

[‡] Water content of admixture.

^s If impact on water-cementitious materials ratio is less than 0.01 enter zero.

Figure 3.2 – Gradation Curve (Example)

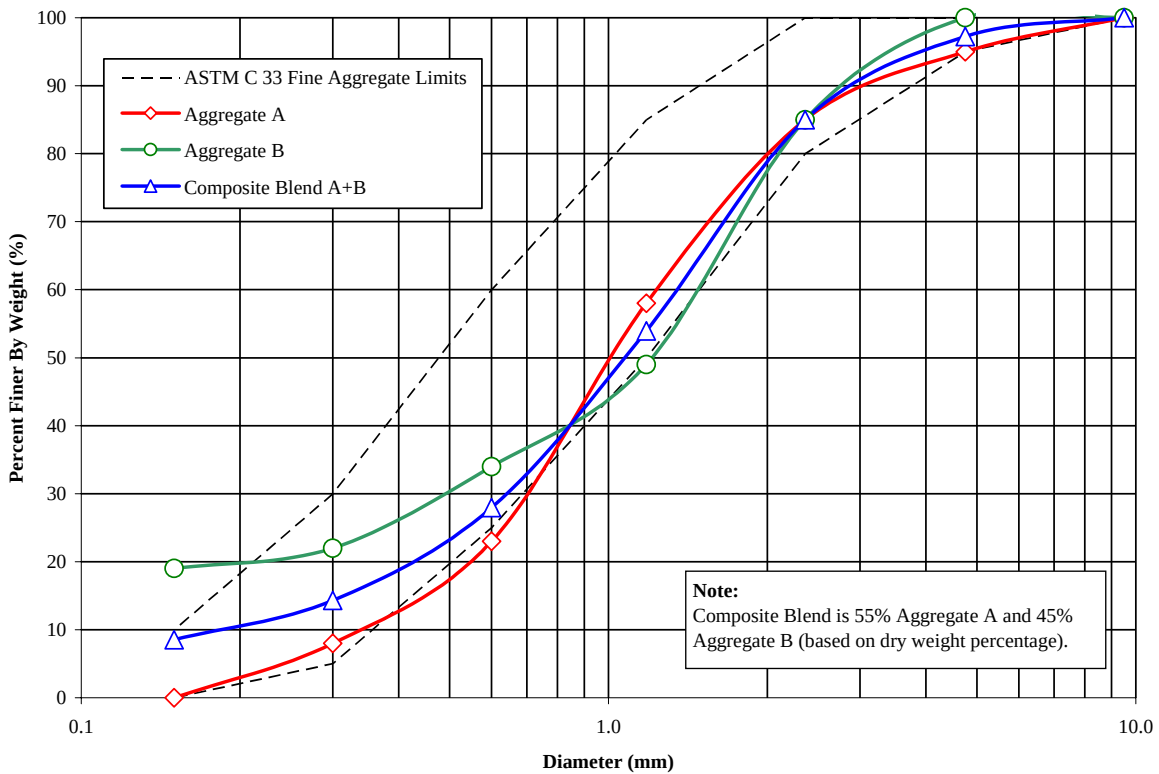


Table 3.2 - Concrete Aggregate Gradation Table (Example)

Concrete Aggregate: _____

Sample Weight: _____

Specific Gravity (G_s): _____

Fineness Modulus: _____

Sieve	Diameter (mm)	Weight Retained (g)	Cumulative Weight Retained (g)	Percent Finer (%)
3/8 inch	9.50			
No. 4	4.75			
No. 8	2.36			
No. 16	1.18			
No. 30	0.60			
No. 50	0.30			
No.100	0.15			

-- END OF SECTION 3 --

Section 4 – REINFORCEMENT

CNCCC Intent – The intent of this section is to provide the specifications for the various materials that teams may use to serve as the primary reinforcement in their concrete canoe. In general, teams are permitted to develop a reinforcement scheme that (a) uses materials that contain sufficient open space measured in terms of percent open area, (b) the total thickness of the reinforcing layers is equal to or less than 50% of the total thickness of the reinforced concrete composite, and (c) the reinforcing materials do not have post-manufacturer applied coatings that enhance the properties of the reinforcement.

4.0 GENERAL

All reinforcement shall be covered in concrete. All material not part of a concrete mixture shall be classified as reinforcing material and shall comply with all of the specifications outlined below. This does not apply to materials that are used for flotation purposes.

4.1 REFERENCES

The publications listed below form part of this specification to the extent referenced. The latest version of each standard shall govern wherever referenced. The publications are referred to in the text by basic designation only.

ASTM C 1116 Standard Specification for Fiber-Reinforced Concrete and Shotcrete

4.2 MATERIALS

All of the materials serving as the primary reinforcement in the canoe shall have sufficient open space to allow for the mechanical bonding of the concrete composite. The determination of sufficient open space of the reinforcement is measured by percent open area (POA) as defined in Section 4.3.2. Solid mats or plates for reinforcing are not permitted. Solid mats and plates are described as reinforcing materials that require additional bonding agents or post-manufacturer perforations to keep the reinforcement from delaminating from the concrete composite (i.e., there is a lack of open space between the reinforcement sufficient for mechanical bonding to the concrete composite).

Fibers that are dispersed within the concrete matrix to improve the tensile and flexural characteristics of the concrete are considered as serving as secondary reinforcement and therefore are not subject to the measurements listed in Section 4.3. Fibers shall not be considered an aggregate in any concrete mixture.

4.3 MEASUREMENT

4.3.1 Thickness

The thickness of a layer of reinforcing is defined as follows: a single layer of the reinforcing is to be placed on a flat surface, a piece of plate glass, 6 mm (~1/4") or thinner, is to be placed on the reinforcing, the distance from the bottom of the plate to the top of the supporting flat surface is the thickness of a single layer. When subjected to the weight of the glass alone, the sum of all such measured thickness divided by the total thickness of the canoe wall or structural element (prior to staining or sealing) at any point in the canoe shall not exceed 50%. All canoe elements, including but not limited to, walls, ribs, gunwales, thwarts, bulkheads, etc., and the connections of structural elements to the canoe wall are subject to this rule. If individual rods or reinforcing bars are used in such a way that they cross each other, this use constitutes at least two (2) layers of reinforcing.

4.3.2 Percent Open Area

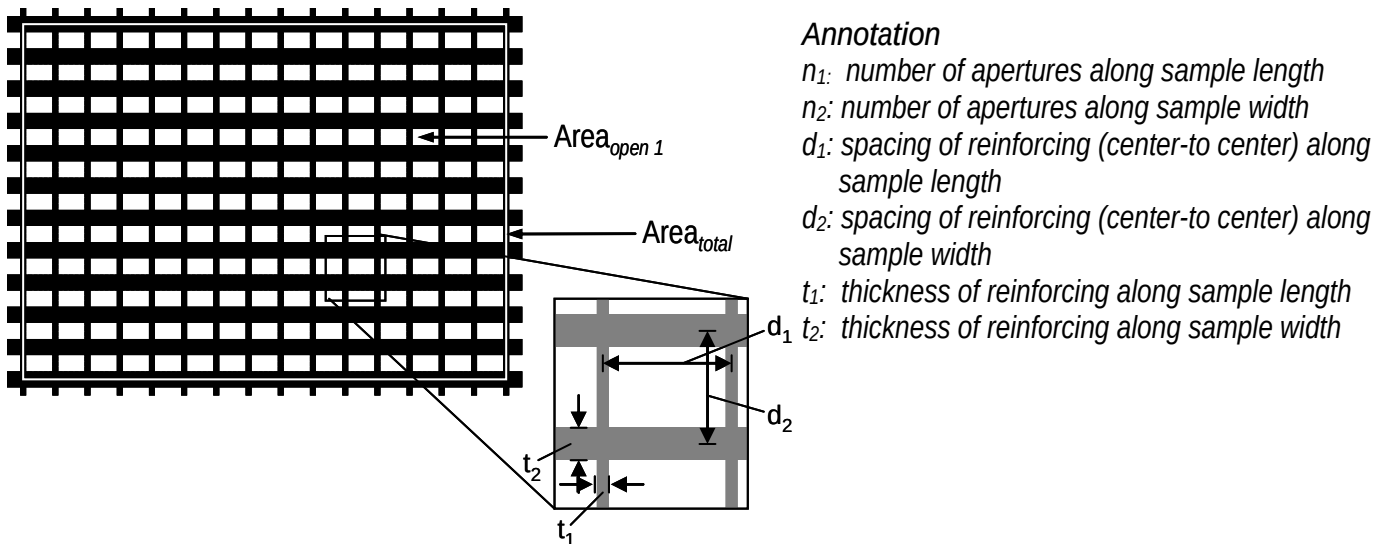
The minimum percent open area (POA) of any layer of reinforcing material is 20%. The determination of the POA of a particular reinforcement is obtained by using the following equation:

$$POA = \frac{\sum Area_{open}}{Area_{total}} \times 100\%$$

where: $\sum Area_{open}$ is the total open area (i.e., the area of the apertures)
 $Area_{total}$ is the total area of the reinforcement specimen

Depending on the size of the reinforcing material and apertures, magnification of the sample may be required. Magnification could be accomplished with the use of a photocopier, projecting it onto a wall with the use of an overhead projector, or digitizing an image of the sample. Values of areas, thicknesses and any other measurements needed to compute the POA may be obtained from direct measurements (using applicable methods and tools), values provided by manufacturer, or combination of the two. Figure 4.1 provides a sample calculation of POA.

Figure 4.1 – Percent Open Space Determination and Sample Calculation



Given: A glass fiber reinforcing mesh with a 0.0625 square inch aperture size (0.25 in. by 0.25 in. aperture dimensions). The thickness of fibers along the sample length was determined to be 0.125 inches wide while the thickness along the sample width was found to be 0.25 inches wide. (See figure above)

Determine: Percent Open Area (POA) of the glass fiber reinforcing mesh

Solution: $d_1 = \text{aperture dimension} + 2(t_1 / 2) = 0.25 + 2(0.125/2) = 0.375$ inches
 $d_2 = \text{aperture dimension} + 2(t_2 / 2) = 0.25 + 2(0.25/2) = 0.50$ inches

Length_{sample} = $(n_1 - 1)d_1 + 2(t_1 / 2) = [(15 - 1) \times 0.375] + 2(0.125/2) = 5.375$ inches

Width_{sample} = $(n_2 - 1)d_2 + 2(t_2 / 2) = [(11 - 1) \times 0.50] + 2(0.25/2) = 5.25$ inches

$\sum Area_{open} = n_1 \times n_2 \times Area_{open\ 1} = 15 \times 11 \times 0.0625 \text{ in}^2 = 10.313 \text{ in}^2$

$Area_{total} = \text{Length}_{sample} \times \text{Width}_{sample} = 5.375 \text{ in} \times 5.25 \text{ in} = 28.219 \text{ in}^2$

$POA = \sum Area_{open} / Area_{total} \times 100\% = 10.313 / 28.219 \times 100 = \underline{36.5\%}$ (> 20% min.) OK!

4.4 DOCUMENTATION

4.4.1 Hull Thickness and Reinforcement Calculations

The measurements and calculations of the reinforcement(s) and hull thickness for the various canoe elements shall be presented under Tab D of the Engineer's Notebook (Section 7.1.2.d). Percent open area calculations of each of the reinforcement types used shall also be presented under Tab D of the Engineer's Notebook. Samples of the reinforcement(s) used shall also be provided under Tab D as well.

4.4.2 Material Technical Data Sheets

Material Technical Data Sheets (MTDS) for each reinforcement material used in the construction of the canoe shall be presented under Tab E of the Engineer's Notebook (Section 7.1.2.d).

-- END OF SECTION 4 --

Section 5 – FINISHING

CNCCC Intent – The intent of this section is to provide the specifications for the various materials that teams may use to finish the surface of the canoes. In general, teams shall provide the names of the school and canoe at their specified heights and locations. Teams may (a) use integrally colored concrete, and (b) apply stains, sealers and/or paints to specified areas of the canoe.

5.0 GENERAL

All materials used for the canoe shall be environmentally safe.

5.1 REFERENCES

The publications listed below form part of this specification to the extent referenced. The publications are referred to in the text by basic designation only.

ASTM C 309	Standard Specification for Liquid Membrane-Forming Compounds for Curing Concrete
ASTM C 979	Specifications for Pigments for Integrally Colored Concrete
ASTM C 1315	Liquid Membrane-Forming Compounds Having Special Properties for Curing and Sealing Concrete

5.2 LETTERING

The school name (no initials) and the canoe name shall be prominently displayed on the exterior of the canoe, above the waterline, on both sides, with individual (not a continuous decal) letters. The school name shall consist of letters $4\frac{1}{2}'' \pm \frac{1}{2}''$ high; the canoe name shall consist of letters $3\frac{1}{2}'' \pm \frac{1}{2}''$ high. The height of the letters shall include any outlines, shadows, etc., used. The height of the lettering may vary as long as it is within the specified range. Both upper and lower case letters may be used. If the complete name of the college or university is 31 characters or more (including all letters and spaces between words), the name may be abbreviated. The abbreviated name must still clearly indicate the specific college or university competing, and as applicable include state or city.

5.3 GRAPHICS

Graphics such as logos, symbols, etc. created using concrete coloring agents and pigments within the concrete mix design (i.e., integrally colored concrete) and/or stains as defined in Section 5.5 shall not be limited in dimension or frequency. Letters for canoe and school names that may be created using coloring agents and pigments are limited to the sizes outlined in Section 5.2. Any coloring agents or pigments used shall be in accordance with ASTM C 979.

5.4 PAINT AND ADHESIVE APPLIQUÉS

The use of paint and adhesive appliqués shall be limited to the lettering used for the school and canoe names (Section 5.2).

5.5 CONCRETE STAINS

Any stains that are applied to the canoe must meet the following requirements: shall be limited to those categorized as acid stains with less than or equal to 700 g/L VOC. In general, acid stains are composed of water, acidic agents and water-soluble, inorganic, metallic salts that penetrate and react with chemicals in cured concrete to produce insoluble color deposits in the pores. An acid stain formulation contains no pigments or resins. The application of any acid stain to any portion of the canoe shall be limited to a maximum of two (2) coats following the manufacturer's recommended procedure for application and thickness. The acid stains may be applied to any portion of the canoe at the discretion of the team.

5.6 CONCRETE SEALERS

Concrete sealers (penetrating or surface coating) may be applied to any portion of the canoe at the discretion of the team. The sealer may be either a silane- or siloxane-based penetrating sealer with a minimum solids content of 20 percent and a VOC content of less than or equal to 700 g/L; or a liquid membrane-forming compound for curing and sealing that is certified to meet the requirements of ASTM C 1315, and stated as such on the product data sheet.

If an ASTM C 1315 liquid membrane-forming curing and sealing compound is selected for use, it must be Type I (clear or translucent), Class A (non-yellowing) or Class B (moderate yellowing) with a VOC content less than or equal to 700 g/L.

The application of sealer to any portion of the canoe shall be limited to a maximum of two (2) coats following the manufacturer's recommended procedure for application and thickness.

5.7 DOCUMENTATION

5.7.1 Material Technical Data Sheets

Material Technical Data Sheets (MTDS) for each material used in the construction of the canoe shall be presented under Tab E of the Engineer's Notebook (Section 7.1.2.e). This includes, but is not limited to pigments, paints, stains, sealers and curing compounds.

The MTDS must provide information clearly verifying that the materials used in the canoe, such as stains and sealers, are in compliance with all of the specifications. In the event that the information is not provided (such as proprietary reasons), a letter from the company certifying that the materials used are in compliance with the specifications shall suffice. The letter shall be on company letterhead, state the specification being verified, and include name, title, phone number, and e-mail address of the individual(s) certifying compliance.

-- END OF SECTION 5 --

Section 6 – DESIGN PAPER

CNCCC Intent – The intent of this section is to provide the specifications for the Design Paper. In general, the Design Paper shall cover various areas related to the design and construction of the concrete canoe such as hull design, concrete and composite development and testing, and project management.

6.0 GENERAL

Scoring for each of the major sections comprising the body of the paper shall be based on the criteria in Appendix A-1. Only the body pages and appendices will be used for scoring. The report shall not contain any other information or documentation other than what has been outlined in Section 6.2.2 or it will be subject to deductions. All papers shall become the property of ASCE and BASF Admixtures, Inc. and may be used for publication and/or distribution. This applies only to the papers submitted for the National Competition.

6.1 REFERENCES

The publications listed below form part of this specification to the extent referenced. The latest version of each standard shall govern wherever referenced. The publications are referred to in the text by basic designation only.

ASCE	<i>ASCE Author's Guide to Journals, Books and Reference Publications</i>
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6.2 DESIGN PAPER

6.2.1 General Requirements

Except for the organizational chart, project schedule and design drawings, the Design Paper shall be presented on 8 ½" by 11" pages in portrait orientation. The organization chart shall be presented on an 8 ½" by 11" page and may be in either portrait or landscape orientation. The design drawings and project schedule shall be presented on 11" by 17" pages in landscape orientation and folded (Standard Z-fold) to fit within the report. All pages shall maintain a minimum of 3/4" margins on all sides.

Body text shall be in English and use 12-point, normal width, Times New Roman or Arial font. Section headings and subheadings shall be considered part of the body text, shall adhere to the margin requirements and may be of any font type or size. The text for the project schedule and design drawings do not need to meet the requirements of the body text, however, they should be of a font and size that is legible. Fonts other than Times New Roman or Arial may be used for the canoe name so that it may stand out from the rest of the text (for example, **Excalibur**) as long as the font and size is legible.

The report shall consist of a single-sided report cover, single-sided pages for the body and any appendices, and a back cover. A protective plastic cover in front of the report cover is permitted and does not count towards the page limit. No additional pages separating the appendices are permitted. No blank pages shall be inserted into the report.

Body pages, with the exception of the Table of Contents and Executive Summary, shall be numbered beginning with the number one (1). The Table of Contents and Executive Summary shall be on the same page and limited to a total of one (1) page, numbered with the lowercase Roman numeral *i*. Pages located in the appendices shall be numbered in such a way that the appendix and page number are clearly listed (e.g., A-1, A-2, B-1, B-2; A1, A2, B1, B2; etc.) as appropriate.

Photographs, tables, line drawings, graphs, headers, and footers shall be permitted and shall be counted as part of the page limit defined herein. Captions used for any photographs, tables, line drawings, graphs or other figures shall be no less than 10-point, normal width, Times New Roman or Arial font. These items shall be restricted to the margins described herein.

Items such as page numbers, logos, section headings, etc. may be incorporated into the header and footer of the pages and are not subject to the font requirements of the body text. The header and footer may be located within the margin itself (i.e., outside of the body text limits). Material on the report cover may not be referred to in the body pages.

6.2.2 Format

The reports must adhere to the following format, and the following must be included at a minimum:

- a. **Report Cover:** Inside cover shall be left blank. Protective plastic cover is optional.
- b. **Table of Contents (Page i)**
- c. **Executive Summary (Page i):** At a minimum, the executive summary shall contain basic information about the school, conference, competition history, and performance level. List at a minimum, the canoe name, weight, length, width, depth, thickness, and color, as well as the engineering properties of the concrete (unit weight and strength) and type(s) of reinforcement used. Significant innovative features of the canoe's design, construction and project management shall be summarized here.
- d. **Hull Design (Page 1):** At a minimum, the hull design section shall provide a description and justification for the designs considered and indicates whether or not it is a direct copy of an existing canoe, a minor modification of an existing canoe, or a new design. Provide a description of and the reasons for the selected hull geometry (rocker, chine, shape, etc.) including all applicable dimensions.
- e. **Analysis (Page 2):** Present the method(s) of analysis used to determine the structural and material design requirements. Include quantitative results from your analysis of forces, stresses, etc. Describe loading cases, support conditions, assumptions, and analysis tools used. Include the material property values for the concrete, reinforcement and composite that must be achieved according to your structural analysis. If applicable, discuss how requirements for bulkheads, thwarts or other structural elements are determined.
- f. **Development & Testing (Pages 3 and 4):** Present concrete and reinforcement materials considered, tested, and actually used in the construction of the canoe. Describe the method(s) used for testing. Use and refer to standard test methods where possible. Describe the initial (e.g., the baseline) concrete and reinforcement materials considered and why. Include quantitative test results from this baseline. If this is not the final mix and reinforcement used in the construction of the canoe, discuss the adjustments in material types and proportions considered and why. Provide manufacturer's recommended dosage for admixtures used and discuss the reasons for, and effects of, any deviation from the recommended amount. Describe the iterative process of going from your baseline to achieving the desired material and composite properties. Include the final concrete, reinforcement and composite test results. Provide the percent open area (POA) of the reinforcement(s) used. Compare the final material properties and proportions to the design specifications determined in the analysis.

- g. **Project Management and Construction** (Pages 5 and 6): Present the method(s) of project management and construction used. Present the project planning process as it relates to cost, time, quality, scope, and risk management involved throughout the project. Discuss the financial and resource allocation associated with material procurement, bill of materials and construction. List major milestone activities and how these were determined and achieved. Compare the planned dates with the actual dates for these major milestone activities and discuss the variances (if any). Present critical path activities and describe how this critical path was determined. Describe the organizational structure of the project team and why this structure was chosen. Provide the number of man-hours dedicated to the design, testing and construction of the canoe and paddling practice. Describe the process used for form material selection, form construction, placement of concrete and reinforcement, form removal and concrete finishing. Include the manufacturer's recommendations for items such as, but not limited to, the application of paints, stains, and sealers. Discuss the quality control and quality assurance practices as they apply to the entire project. Discuss the safety program implementation as it applied to the material testing and construction of the canoe.
- h. **Organization Chart** (Page 7): Include a project team organization chart with team member names, role(s), tasks, or areas in which they made contributions at any time during the project.
- i. **Project Schedule** (Page 8): Include a project schedule which depicts planned and actual execution dates for all major activities and milestones and clearly denote all activities on the Critical Path.
- j. **Design Drawings with Bill of Materials** (Pages 9 and 10): Include one design drawing and bill of materials for the form and another for the hull. (Examples are given in Figures 6.1 and 6.2. The title block and bill of materials can differ in appearance as long as they are in a standard engineering format.) The canoe/school name is not required to appear on the hull drawing.
 - 1) Page 9 – The drawing shall show elevation, plan, and typical cross-section views of the form or formwork with dimensions and other details as desired. A bill of materials listing all material quantities used to construct the form shall also be displayed. Up to five (5) general notes highlighting specific details relevant to the form or formwork may be added. Additional details, cross sections, etc. may be added to clearly present construction techniques as necessary.
 - 2) Page 10 - The drawing shall show elevation, plan, and typical cross-section views of the hull with dimensions and other detail as desired. If a bulkhead, thwart, rib or similar structural element is used the cross-section shall be at a location with the structural element present. Show hull thickness, reinforcement, concrete, spacing, and connections. A bill of materials listing all material quantities used to construct the hull shall also be displayed. Up to five (5) general notes highlighting specific details relevant to the hull design, concrete, reinforcement, and/or construction of the canoe may be added. Additional details, cross sections, etc. may be added to clearly present construction techniques as necessary
- k. **Appendix A – References**: Parenthetical references following the format of *ASCE Author's Guide to Journals, Books and Reference Publications*. Papers using plagiarized material or failing to document sources appropriately shall be disqualified without appeal.
- l. **Appendix B – Mixture Proportions**: For each of the final concrete mixture(s) used in the actual construction of the canoe, a "Summary of Mixture Proportions" (Table 3.1) shall be provided.

Summaries of trial designs not used in the construction of the canoe are not permitted. One separate page for each summary shall be used.

- m. **Appendix C – Gradation Curves and Tables:** Gradation curves (Figure 3.2), shown as percent finer vs. diameter (in mm), and gradation tables (Table 3.2) are to be provided for all of the concrete aggregates used in the final mixtures. Refer to Sections 3.4.1 and 3.4.2 for required information. The gradation curves shall be presented in portrait orientation.
- n. **Appendix D – *Repair Procedures Report* or *Reconstruction Request* (if necessary):** In the event that the qualifying canoe is damaged during or after the Conference Competition and if repair is required, either a *Repair Procedures Report* or *Reconstruction Request* shall be included as an appendix to the report. The CNCCC disposition and supporting documentation shall be presented in Appendix D, as well. (*Note: Reports submitted for Conference Competitions will not require this appendix*)
- o. **Back Cover:** This cover shall be left blank. Protective plastic cover is optional

6.3 SUBMISSIONS

6.3.1 Conference Competition

For the Conference Competitions, each school shall provide five (5) bound copies of the Design Paper. Electronic copies of the report shall not be required at the conference level. All copies of the Design Paper must be received by the date specified by the conference host school or be subject to penalties. Please note that the CNCCC does not dictate the deadlines for the submission of Design Papers at the Conference Competitions.

6.3.2 National Competition

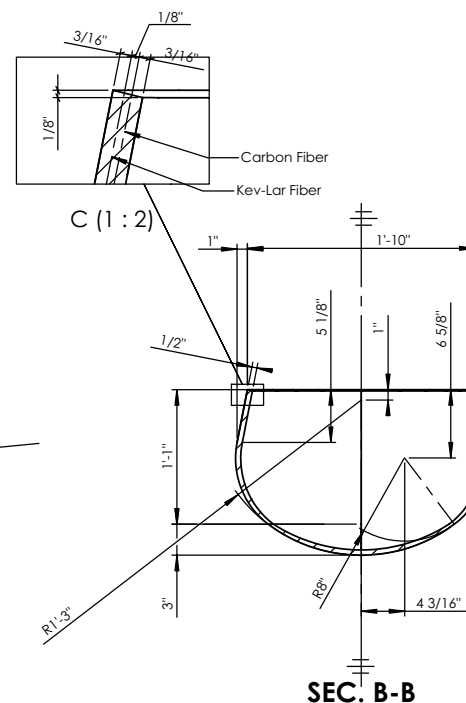
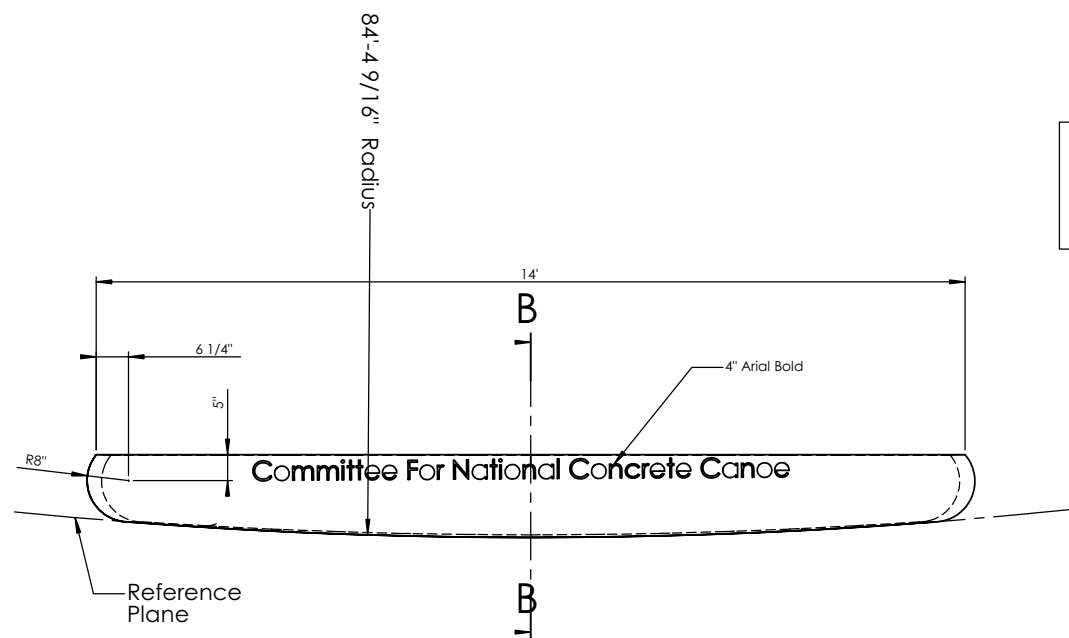
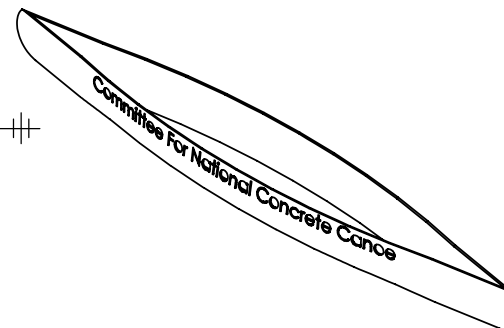
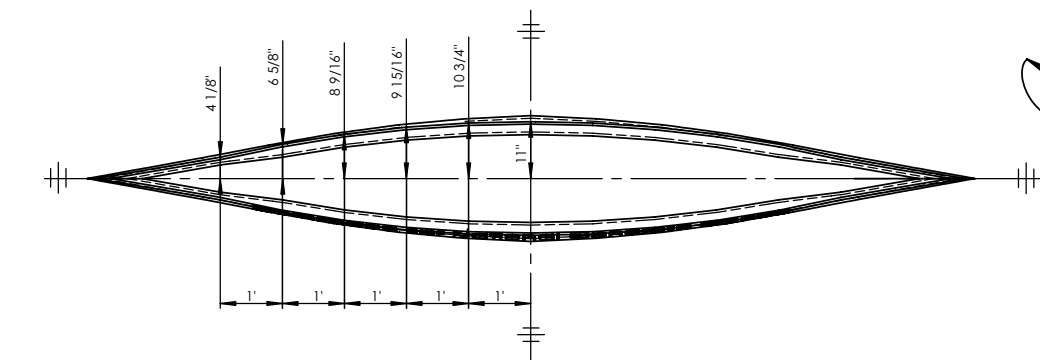
For the National Competition, each school shall provide twelve (12) bound and one (1) electronic copy of the Design Paper. The electronic copy of the report shall be in Adobe Acrobat® PDF format and copied to a compact disc (CD). All copies of the Design Paper must be received by the date specified in the registration materials as published on the official NCCC web site or be subject to penalties. Appendix D provides information on the formatting of all electronic deliverables.

6.4 DESIGN PAPER DEDUCTIONS

Deductions will be assessed for infringements of the specifications, including but not limited to failure to submit a *Repair Procedure Report* or *Reconstruction Request* as an appendix (if necessary), design papers not formatted properly or received after deadline, and using plagiarized material or failing to document sources appropriately. Teams shall be made aware of deductions assessed against the Design Paper and have the opportunity to appeal the deductions. Section 13.7 provides further details regarding the appeal process.

CNCCC

QTY.	PART NO.	DESCRIPTION
1	Kevlar	664.45 sq. in.
1	Carbon Fiber	664.45 sq. in.
		Mass = 253.42 pounds
		Volume = 2919.61 cubic inches



REV. DATE	REV. NO.	DETAILS OF REVISIONS	BY
ENGINEER:		DATE:	
DRAWN BY:		CHECKED BY:	
JOB NAME:			

Section 7 – ENGINEER’S NOTEBOOK

CNCCC Intent – The intent of this section is to provide the specifications for the Engineer’s Notebook. In general, the Engineer’s Notebook is intended to serve as a technical document which contains supportive information related to the design and construction of the canoe. In addition, a Compliance Certificate is provided and is intended to certify that the registered participants meet all eligibility requirements and provide pertinent information regarding the canoe and concrete.

7.0 GENERAL

The Engineer’s Notebook is a technical document which contains supportive information related to the design and construction of the canoe such as a certificate of compliance, photographs of the various stages of construction, aggregate gradation data, hull thickness and reinforcement calculations, technical data sheets of the products used in the canoe, and, if applicable, documentation of repairs or reconstruction of the canoe.

7.1 REFERENCES

The publications listed below form part of this specification to the extent referenced. The latest version of each standard shall govern wherever referenced. The publications are referred to in the text by basic designation only.

ASTM C 39	Standard Test Method for Compressive Strength of Cylindrical Concrete Specimens
ASTM C 109	Standard Test Method for Compressive Strength of Hydraulic Cement Mortars (Using 2 in. or [50 mm]) Cube Specimens
ASTM C 138/C 138M	Standard Test Method for Density (Unit Weight), Yield, and Air Content (Gravimetric) of Concrete
ASTM C 496	Standard Test Method for Splitting Tensile Strength of Cylindrical Concrete Specimens

7.1.1 General Requirements

Each team shall provide one (1) copy of an Engineer’s Notebook as part of the Final Product Display (Section 10). The Engineer’s Notebook shall contain only the information and documentation as outlined herein. Additional information such as, but not limited to, structural calculations, testing results, concrete mix designs not used in the canoe, or material safety data sheets (MSDS) shall not be added to the notebook. All pages shall be 8 ½” x 11”, with tabs (separators) and contained within a three-ring binder.

For the National Competition, each school shall provide one (1) electronic copy of the Engineer’s Notebook. The electronic copy of the Engineer’s Notebook shall be in Adobe Acrobat® PDF format and copied to the same compact disc (CD) that contains the Design Paper. Pictures may be provided in either PDF or .jpeg format. Failure to provide a complete electronic copy of the Engineer’s Notebook by the date specified in the registration materials as published on the official NCCC web site will result in penalties assessed against the Design Paper. Appendix D provides information on the formatting of all electronic deliverables.

Electronic copies of the Engineer’s Notebook are not required at the conference level and shall not be requested by the conference host school.

7.1.2 Format

The following materials in the following order shall be provided:

- a. **Table of Contents** (include school name and canoe name at the top of the sheet)
- b. **Tab A – Compliance Certificate:** Provide one (1) original and signed *Compliance Certificate*, limited to one (1) single-sided page. The certification shall be presented on an 8 ½" by 11" page in either portrait or landscape orientation. There are no margin requirements. Body text shall be in English and use 10- or 12-point, normal width, Times New Roman or Arial font. Any headings and subheadings may be of any font type or size. The following must be included at the minimum:

- 1) School Name and Canoe Name
- 2) A statement certifying at a minimum that
 - a) the construction and finishing of the canoe has been performed in complete compliance with the rules and regulations of the National Competition;
 - b) the registered participants at the Conference/National Competition are qualified student members and National Student Members of ASCE, and meet all of the eligibility requirements as specified in the rules and regulations of the National Competition;
 - c) the canoe has been completely built within the current academic year of the competition;
 - d) the team acknowledges that all material safety data sheets (MSDS) have been read by the project management team, and
 - e) the team acknowledges receipt of the *Frequently Asked Questions* (FAQ)
- 3) The names and ASCE National Member ID Numbers of all of the registered participants.
- 4) A table summarizing the following dimensions and parameters of the canoe and concrete:
 - a) maximum length, maximum width, maximum depth, average thickness, overall weight
 - b) concrete density(ies), concrete compressive strength(s), concrete tensile strength(s), concrete composite flexural strength(s) and concrete air content(s)
- 5) All dimensions shall be in English units and reported in feet and inches. The overall measured weight of the canoe shall be rounded to the nearest pound. The concrete density and strengths shall be reported in both English and SI units to the accuracies outlined in the industry standards (e.g., ASTM C 39, C 138, C 109 and C 496, etc.). The day of testing (i.e., 7-day, 28-day, etc.) for the reported strengths shall also be denoted.

Note: The weight of the canoe listed on the *Compliance Certificate* is taken as the official weight reported by the team. It is this weight that is compared to the value recorded at the weigh-in at the National Competition.

- 6) Shall be signed and dated by at least one (1) team captain and one (1) faculty advisor certifying that the aforementioned information is valid. The phone number and e-mail address for both the team captain and the faculty advisor shall be provided.

- b. **Tab B – Construction Photographs:** Provide photographs highlighting the construction of the concrete canoe. Photographs shall be limited to a maximum of two (2) per single-sided page. The photographs may be color or black/white, digital or film, with captions provided. A total of sixteen (16) photographs are required with a breakdown as follows:
 - 1) Six (6) of mold construction showing the fabrication of cross sections, assembly of the mold and the application of any coatings prior to canoe construction.
 - 2) Six (6) of canoe construction showing concrete placement, reinforcement installation and if applicable, flotation placement.
 - 3) Four (4) of finishing techniques depicting any sanding/patching and the application of paint, sealer and/or graphics.
- c. **Tab C – Gradation Curves and Tables:** Gradation curves (Figure 3.2), shown as percent finer vs. diameter (in mm), and gradation tables (Table 3.2) are to be provided for all of the concrete aggregates used in the final mixtures. Refer to Sections 3.4.1 and 3.4.2 for required information.
- d. **Tab D – Hull Thickness and Reinforcement Calculations** (limit of 3 pages): Present the measurements and calculations of the reinforcement(s) and hull thickness for the various canoe elements (i.e., walls, ribs, gunwales, thwarts and bulkheads) as applicable (Section 4.3.1) as well as percent open area calculations (4.3.2). Provide a sample of the reinforcement(s) used. Samples may be inserted in plastic sheeting or attached to a piece of cardstock or similar backing material and placed in the notebook. Samples shall not count towards the page limit.
- e. **Tab E – Material Technical Data Sheets (MTDS):** Present MTDS for each of the materials used in the construction of the canoe, including but not limited to binders (other than cement), aggregate (other than natural or manufactured sands), chemical admixtures, paints, stains and sealers. Originals or photocopies are acceptable. Please note the Material Technical Data Sheet related to products is not the same as a Material Safety Data Sheet (MSDS).

The MTDS must provide information clearly verifying that the materials used in the canoe, such as stains and sealers, are in compliance with all of the specifications. In the event that the information is not provided (such as proprietary reasons), a letter from the company certifying that the materials used are in compliance with the specifications shall suffice. The letter shall be on company letterhead, state the specification being verified, and include name, title, phone number, and e-mail address of the individual(s) certifying compliance.

For ease of review, tabs should be provided for each material that a MTDS is being provided for labeled as E-1, E-2, E-3, etc., as appropriate (for example, E-1 Blast Furnace Slag, E-2 Class C Fly Ash, etc.)

- f. **Tab F – *Repair Procedures Report or Reconstruction Request*:** Provide one (1) copy of either the *Repair Procedures Report* or *Reconstruction Request* (see Section 2.11.4), if necessary, along with a copy of the CNCCC disposition and all supporting documentation. At Conference Competitions, Tab F is not required.

-- END OF SECTION 7 --

Section 8 – ORAL PRESENTATION

CNCCC Intent – The intent of this section is to highlight the details of the Oral Presentation. In general, each team is to conduct a live, five (5) minute professional technical presentation highlighting the various aspects of the project followed by a seven (7) minute question and answer period. The presentation can be made by any of the ten (10) registered participants. Presenters include those with speaking parts, and individuals operating the computer or projectors during the course of the presentation.

8.0 GENERAL

An oral presentation (maximum of 5 minutes, 5 seconds) shall be required for each participating school. The five seconds is a grace period to account for timer (stopwatch) reaction. All technical presentations shall be conducted in a professional manner. Oral presentations shall be presented in English. Presentation order shall be randomly selected before the competition begins and shall be provided at the time of on-site registration.

An additional seven (7) minute period shall be permitted for judges' questions immediately following the oral presentation. Questions are not to be permitted by members of the audience. The time required to set up equipment shall not exceed four (4) additional minutes for each school and the time required to take down shall not exceed four (4) minutes for each school.

8.1 EQUIPMENT

The host school shall provide two (2) grounded power plugs, two (2) projector screens, and a computer projection unit for general use during the oral presentation. The host school shall provide a stage diagram two (2) weeks prior to the competition. Access to the staging area may be limited. The ability to use props may be limited by this restricted access. The individual school making a presentation shall furnish any additional equipment necessary.

8.2 PRESENTERS

Presenters may be any of the registered participants who officially sign-in at registration (Section 1.2). Presenters include those with speaking parts and individuals operating the computer or overhead projectors during the course of the presentation.

Teams shall make a live presentation. The use of video shall be permitted. Teams shall not pre-record any speaking parts. No handouts or other materials shall be given to the judges as part of the oral presentation. All team members participating in the presentation shall be on stage and available for judge's questions.

8.3 DEDUCTIONS

Deductions will be assessed for infringements of the specifications, including but not limited to, exceeding the official time limit of 5 minutes 5 seconds (5:05) and not following the live presentation format.

-- END OF SECTION 8 --

Section 9 – FINAL PRODUCT (Canoe and Cutaway Section)

CNCCC Intent – The intent of this section is to (a) describe the various aspects of Final Product judging and (b) provide guidance to the judges on the criteria for their assessments. The Final Product is based on scores assigned by the judges on the overall aesthetic appeal of the canoe and deductions for items such as the inability to pass the flotation test on the first attempt, the use of tape as a repair material for non-accident related damage, and non-compliance with the rules and regulations

9.0 GENERAL

The Final Product (canoe and cutaway section) shall be consistent with the Design Report and Oral Presentation. Final Product assessment consists of assigning a score to the canoe based on its overall aesthetic appeal and by applying deductions based on the inability to pass the flotation test on the first attempt, the use of tape as a repair material for non-accident related damage, and non-compliance with the rules and regulations. The durability of the canoe is based solely on the use of tape as a repair material for non-accident related damage and the canoe's ability to complete the required events. The durability of a canoe shall be assessed by the judges at the Conference Competition and by the judges and/or CNCCC at the National Competition.

9.2 AESTHETICS

9.1.1 General Requirements

Judging shall assess the aesthetic appeal of the as-built, as-delivered product. At the time of judging, all gunwale caps and coverings shall be removed. Aesthetics judging may take place before or after the canoe has been certified as passing the flotation test. In the event that judging takes place after the flotation test, teams that required additional flotation to pass the test shall temporarily remove the added flotation in order to be judged. Immediately after judging has been concluded, the teams shall place the flotation back in its original position.

For aesthetics judging, all canoes shall be assembled in a common area. Canoes shall be displayed on display stands designed to support the canoe at a clear height of 2.5 to 4 feet below the canoe. No lighting, sound, or canopies shall be permitted at the time of judging.

9.1.2 Judging Criteria

The judges shall assess the aesthetics/workmanship of a canoe and cutaway section based on his/her own criteria, but in accordance with the Final Product score sheet as shown in Appendix A-3.

9.1.3 Scoring

Prior to aesthetics judging, each judge will receive a rating sheet that lists each canoe in the competition (Appendix A-3). For each canoe in the competition, there shall be one (1) aesthetics score from each judge. Completed sheets are to be turned in to the appropriate competition official at the end of aesthetics judging. Any attempt to influence the votes of the judges is not allowed and is cause for disqualification and immediate dismissal from the event. Judges' decisions regarding this are final and may not be appealed.

9.2 DURABILITY

9.2.1 General Requirements

Canoes should be tough enough to survive the rigors of the Conference Competition, the National Competition, and transportation to and from the various events.

9.2.2 Allowable Repair Materials

During the competition, repairs can be made only with tape. Any kind of tape is acceptable. Bondo®, epoxy, or similar materials are not permitted as a repair material for the canoe during the Conference and/or National Competitions (Section 2.10.3).

Bondo®, epoxy, or similar materials are prohibited from being used as a repair material for canoes that have qualified for the National Competition. Materials used to repair the canoe in the period between the Regional and National Competition shall be in accordance with all of the rules and regulations relating to the construction of the canoe, in particular, but not limited to, Section 3 – CONCRETE and Section 4 - REINFORCEMENT.

9.2.3 Scoring (Deduction) Criteria

Durability is assessed by the judges at the conference competition and by the judges and/or CNCCC at the national competition and is based on the use of repair materials and the canoe's ability to complete the required events. The following is the list of standard deductions that can be implemented for durability issues:

- a. If a tape repair is required to continue racing for reasons other than those outlined in Section 9.2.4, "Limitations", the school will automatically receive a 25-point deduction on the Final Product.
- b. Failure of the canoe to complete all preliminary sprint and endurance events will result in the canoe receiving zero Final Product points for the competition.
- c. The use of Bondo®, epoxy, or similar materials as a repair material will result in the team automatically receiving zero Final Product points for the competition.

9.2.4 Limitations

In the event that the damage to canoe occur due to collision with other canoes or due to other circumstances beyond the students' control, deductions for the use of tape as a repair material shall not be assessed against a team. In the event of damage resulting from a collision or circumstances beyond the students' control, the team must first file a *Damage/Accident Report* (Appendix B-3) with the judges or CNCCC and must receive written approval before any tape can be applied to the canoe. This applies to all instances that tape will be added (that is, permission to use tape to repair damage in one location does not give the team the freedom to put tape elsewhere on the canoe; permission is needed for each and every instance)

Deductions for the use of tape for durability reasons do not apply to the tape used to secure a gunwale cap cover retention device or any tape that is added to secure flotation material necessary to pass the flotation test (Section 2.10.1).

9.3 CUTAWAY SECTION

A full-scale cutaway section representative of both the raw and finished canoe shall be judged as part of the Final Product and shall be presented alongside the canoe. At least three (3) feet of the cutaway section shall demonstrate the concrete casting, finishing, and reinforcement techniques used (i.e., the three-foot section should show concrete placement and finishing in various stages). The cutaway section shall also show the mold, however, it does not count towards the required length of the cutaway section.

9.4 FINAL PRODUCT DEDUCTIONS

Deductions for Final Product are based on durability issues, failure to pass the flotation test on the first attempt, repairs and reconstruction, and non-compliance with the rules and regulations.

9.4.1 Durability

The deductions for durability are outlined in Section 9.2.3, "Scoring (Deduction) Criteria."

9.4.2 Flotation "Swamp" Test

Canoes that do not pass the flotation "swamp" test on the first attempt (Section 2.10) shall be assessed an automatic 25-point deduction.

9.4.3 Standard Deduction for Repairs (*applicable at the National Competition only*)

Teams that are granted permission to repair their canoes by the CNCCC shall be assessed a 25-point deduction at the National Competition. This section does not apply to Conference Competitions. The CNCCC reserves the right to waive the automatic deductions that may be assessed for repairs or reconstruction of a canoe with damage sustained due to accidents such as collisions during races.

9.4.4 Standard Deduction for Reconstruction (*applicable at the National Competition only*)

Teams that are granted permission to reconstruct by the CNCCC shall be assessed a 50-point deduction at the National Competition. This section does not apply to Conference Competitions. The CNCCC reserves the right to waive the automatic deductions that may be assessed for repairs or reconstruction of a canoe with damage sustained due to accidents such as collisions during races.

9.4.5 Non-Compliance with the Specifications

Deductions will be assessed for infringements of the specifications, including but not limited to, canoes that cannot withstand the rigors of competition, improper finishing of canoe (paint, stain, appliqué, coating, or other materials violation), illegal concrete and/or reinforcement, cross-section violations. Teams shall be made aware of deductions assessed against the Final Product and have the opportunity to appeal the deductions. Section 13.7 provides further details regarding the appeal process.

- - END OF SECTION 9 - -

Section 10 – FINAL PRODUCT DISPLAY

CNCCC Intent – The intent of this section is to describe what items are required for the Final Product Display. In general, teams shall provide the following: tabletop display, concrete cylinder(s), samples of concrete aggregate, seats and/or mats, and the Engineer's Notebook.

10.0 General Requirements

Each team shall provide a Final Product Display with the following configuration:

- a. Conference Table – standard folding table, with maximum dimensions of 30" (W) x 96" (L) x 29" (H). Each team shall provide their own table (may include a table cloth).
- b. Table Top Display – the tabletop display, including overhangs, projections, and braces, shall fall wholly within a 30" (W) x 96" (L) x 48" (H) box. The tabletop display shall be placed on the table and provide enough space to accommodate all information and samples. It will only be viewed from only one side that opens to the front of the table.

10.1 Required Information and Samples

The table top display shall, at a minimum:

- a. Convey information in the design paper including photographs, charts, etc. There are no specific requirements on the amount of or manner in which the information is conveyed. Teams shall use their discretion and judgment in the determination of the material it wishes to display.
- b. Display sample(s) of concrete aggregate, concrete cylinder(s), reinforced concrete composite section and raw reinforcement sample(s).
- c. Display Engineer's Notebook (Section 7).
- d. Teams will also be required to bring their seats/mats (Section 2.5) for measurement check during the product display review; however, they do not need to be included as part of the display.

10.2 Restrictions

- a. Displays must be designed to be self-supporting. Nothing shall be taped, mounted or attached in any form or manner to the walls, doors, or floors or facility structure. The driving of nails, tacks or screws into the floors, walls, columns, ceilings or trim will not be permitted.
- b. Displays shall not include electronic devices of any kind (such as, but not limited to, laptops, lighting, sound equipment, video equipment, radios, loudspeakers or any other noise-creating devices).
- c. No sponsor-related items (such as sponsor list, logos, etc.) shall be part of the display.

10.3 Scoring

Any product display that is not in compliance with this section shall be subject to a deduction in Final Product.

-- END OF SECTION 10 --

Section 11 – RACE RULES and REGULATIONS

11.0 GENERAL

A total of five (5) races shall be held: women's slalom/endurance (3 women), men's slalom/endurance (3 men), women's sprint (2 women), men's sprint (2 men), and co-ed sprint (2 men and 2 women).

11.1 RACE RULES

The following general rules apply to the paddlers:

- a. Schools shall use the same team members in both the preliminary and final heats of any particular race.
- b. In the event that a paddler is injured prior to a preliminary race, a substitution may be made. Such a substitute paddler shall be one of the original five (5) of the same gender registered on the team.
- c. In the event of an injury that prevents a paddler from further competition after the preliminary race has been completed, the injured person or a substitute shall be in the canoe in subsequent races. However, this person or these persons shall not be allowed to paddle. The substitute passenger shall be one of the original five (5) of the same gender registered on the team.
- d. In the event that a team cannot field the proper number of paddlers of the required gender, substitute passengers of opposite gender shall be allowed, but these substitutes shall not be allowed to paddle. Substitute passengers shall be of the team's registered participants.

Canoes competing in the distance races shall compete against the clock in a timed single event. All other races shall include timed preliminaries, grand final and a petite final based on the top ten (10) qualifying times from the preliminaries. Points shall be awarded based on the finish times in the finals. In the event that finals cannot be conducted or the host school determines before the race competition starts that separate finals heats will not be run, the preliminary times shall be used as the final times. If a grand or petite final entry becomes disqualified, scratched, or cannot finish the final, all positions below that finisher shall move up one place in the ranking. This includes the next highest qualifier from the preliminaries.

In the event that all of the race events cannot be conducted (for example, the distance races were completed but the sprint races could not be completed), the race scores (Section 13.4) for all of the completed races shall be accounted for in the overall competition score. By no means should the race scores be adjusted to account for races not held/completed.

In the event that none of the race events can take place, the overall competition score shall be based solely on the results of the academic portion of the competition (Design Paper, Oral Presentation, and Final Product) with the maximum possible score being 75 points.

11.1.1 Conference Competitions

Depending on the number of entrants at the conference competitions, host schools shall make a decision on having grand and petite finals for the various sprint races. The host school shall inform all teams prior to the competition if both preliminaries and finals will be held or if the sprint races will be based on the best times.

11.1.2 Lane Position and Heat Assignments

Lane position and heat assignments shall be randomly selected before the competition begins and shall be provided at registration. Course and turn directions shall be announced as soon as they can be determined by the course layout and site conditions. The regional and national host school shall provide a diagram or map to the participants outlining the layout of the course prior to the races.

11.1.3 Sportsmanship

Commonly accepted rules of sportsmanship shall prevail. There shall be strict enforcement of racing etiquette by the CNCCC and the judges. Any use of paddles to intentionally strike at an opponent's canoe, or at any person, shall cause the disqualification of the offending team from the event. Good sportsmanship, cooperation, fellowship, and the spirit of competition shall be strictly adhered to.

Any canoe willfully interfering with the performance of any other canoe or participant in a race shall be automatically disqualified from that event. Spectators interfering with the performance of contestants shall be asked to leave and may cause the disqualification of affiliated contestants. Contestants or spectators interfering with the performance of the competition, judges' ruling, or protests, may cause the disqualification of the affiliated school.

11.1.4 Interference

If interference occurs, a team captain may appeal to the CNCCC. At the Conference Competitions, the team captain shall appeal directly to the head judge. Once presented with the appeal, the judges shall:

- a. Disqualify a team that has willfully interfered with another team. If the interference is not deliberate, then the team should not be disqualified.
- b. Disqualify any canoe that willfully fails to adhere to course boundaries resulting in interference with another canoe. If the interference is not deliberate, then the team should not be disqualified.
- c. Allow any team(s) directly affected by interference the option to rerun the heat in a timed event. Times from the rerunning of the heat shall be used as the official time for the heat. Heats shall be rerun after a minimum of ten (10) minutes.

11.1.5 Appeals

Requests for rule interpretations and/or appeals during Conference Competition shall be presented to the Conference Head Judge by the designated team captain(s). Requests for rule interpretations and/or appeals during the National Competition shall be presented to the CNCCC by the designated team captain(s). Such request or appeals must be lodged before the start of the next heat or in the case of the distance races, before the next three (3) canoes finish the race. **Appeals shall be made by a team captain.** The decisions made by the judges and/or CNCCC concerning all aspects of the race and judging shall be final. Conference head judges may contact the CNCCC in order to clarify rule interpretations and to discuss appeals that have been lodged by team captains.

11.2 SAFETY

11.2.1 Power Rescue Boat

A powered rescue boat shall be on the water during all the races. If a powered rescue boat is not available, the races shall not take place.

11.2.2 Safety Director

A safety director shall be located in a strategic position to observe the activities, especially those near the starting and docking area. The safety director is responsible for stopping all activities involving violations of any of the safety rules.

11.2.3 Canoe Safety

All canoes shall be able to pass a flotation test before entry in any race (Section 2.10.2); otherwise, it shall not be permitted to compete. If flotation materials are necessary to pass the flotation test, the canoe shall contain these same flotation materials during the race (Section 2.10.3).

Any entry deemed unsafe or hazardous by the judges shall not be permitted in the water unless corrective measures are taken. If corrective measures are not or cannot be made the entry shall be disqualified from further competition. If repairs must be made to an entry prior to any race, the judges may allow the entry to reschedule for a later heat, but prior to the next event.

11.2.4 Paddler Safety

All paddlers shall be competent swimmers. Paddlers shall wear US Coast Guard-approved life jackets at all times while in a canoe during competition and/or practice. Wet suit buoyancy pads shall not be used as a substitute for the Coast Guard approved life jacket. Containers or objects not required for canoe operations shall not be permitted in canoes.

11.3 RACE COURSE

11.3.1 General Requirements

The bow of the canoe shall remain the bow of the canoe throughout each race in consideration of a successful negotiation of a turn or finish buoy.

Different colored buoys shall mark the racecourse lanes. The 600-meter Slalom/Endurance and 200-meter Sprint courses must meet the alignment, distance, spacing, and turns as noted in Sections 11.3.2 and 11.3.3, respectively. Figure 11.1 and Figure 11.2 provide recommended course layouts; however, these are subject to site-specific conditions and limitations.

11.3.2 600-meter Slalom/Endurance Course

The slalom/endurance course shall consist of the following subject to site conditions:

- a. A total of 600 meters in distance with a minimum of two (2) turns.

- b. At Conference Competitions the course shall begin with a slalom course consisting of seven (7) buoys. Each slalom buoy shall be staggered 5 meters transversely from each other. Buoys shall be longitudinally spaced at 10 meters with 20 meters between the third and fourth buoy.
- c. At the National Competition the CNCCC reserves the right to modify the location and layout of the slalom portion of the course.

11.3.3 200-meter Sprint Course

A sprint course shall consist of the following subject to site conditions:

- a. Straight course 100 meters out, a 180-degree turn, and 100 meters back.
- b. Lanes shall be no narrower than 15 meters.

11.4 RACE PENALTIES

A canoe's time shall not be considered final until all buoys have been properly negotiated or the corresponding penalty has been assessed as defined below:

- a. A canoe that crosses the finish line in the wrong lane shall be assessed a 30-second time penalty for that particular event.
- b. A canoe that misses one or more slalom buoys may renegotiate the buoy or be assessed a 1-minute time penalty per buoy missed.
- c. A buoy is successfully negotiated when the entire canoe passes on the proper side of the buoy. A canoe may touch a buoy but the top of the buoy must stay above the waterline on the proper side of the canoe until the canoe has entirely passed.
- d. With the exception of the allowance to renegotiate the slalom buoy or accept a time penalty, all other turn buoys must be properly negotiated or the school shall be disqualified for that particular event. Teams must properly negotiate all turn buoys in the endurance race. A sprint turn must be negotiated within the assigned lane.
- e. For a canoe to successfully finish a given race, the bow of the canoe must cross the finish line with the same number of paddlers (in or touching the canoe) with which the race began.
- f. Paddlers shall remain in the boat or touching the boat throughout the race. Safety officials reserve the right to use their best judgment to remove a swamped canoe and paddlers from the racecourse if the situation warrants.

Figure 11.1 – Sprint Race Course Layout

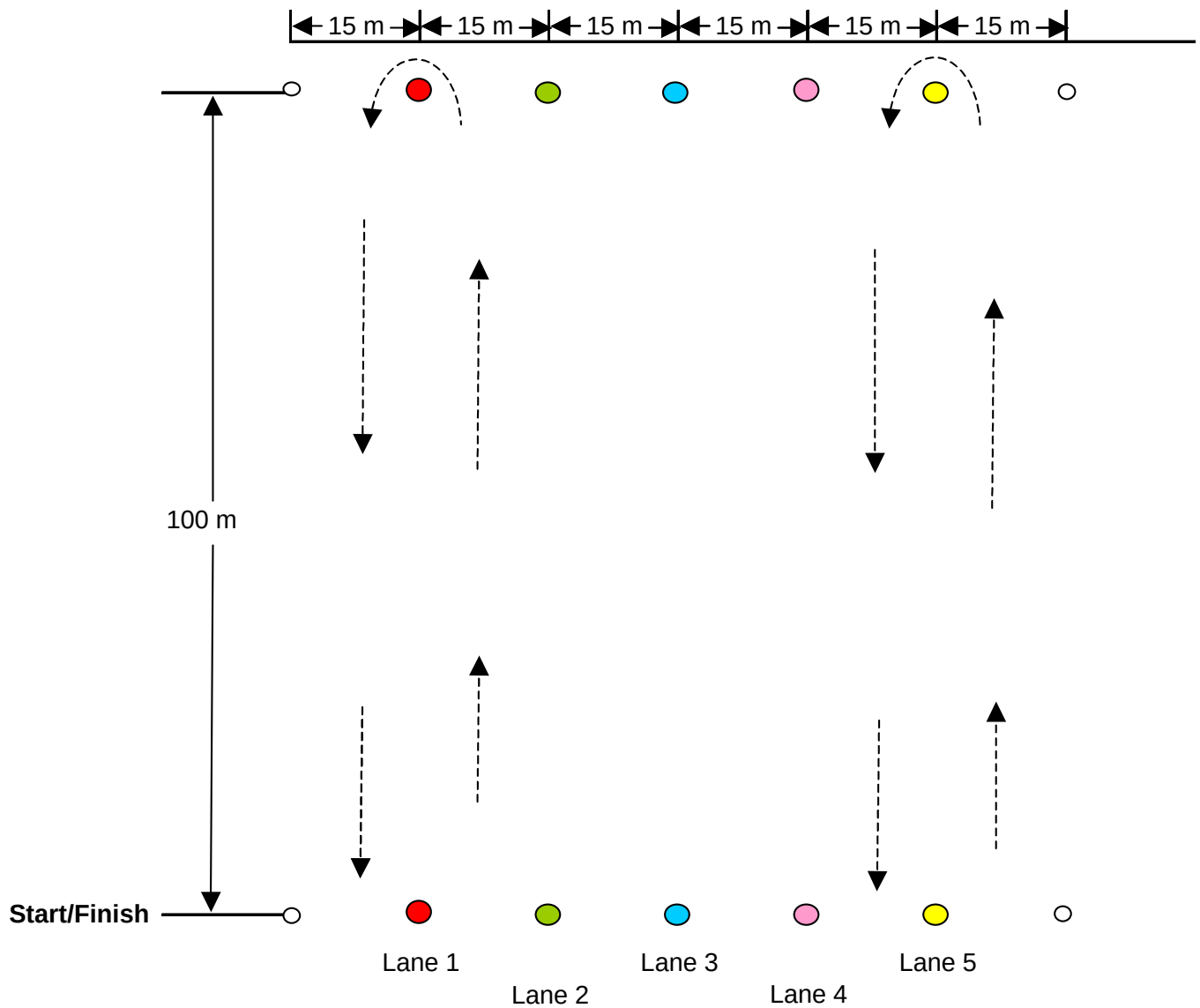
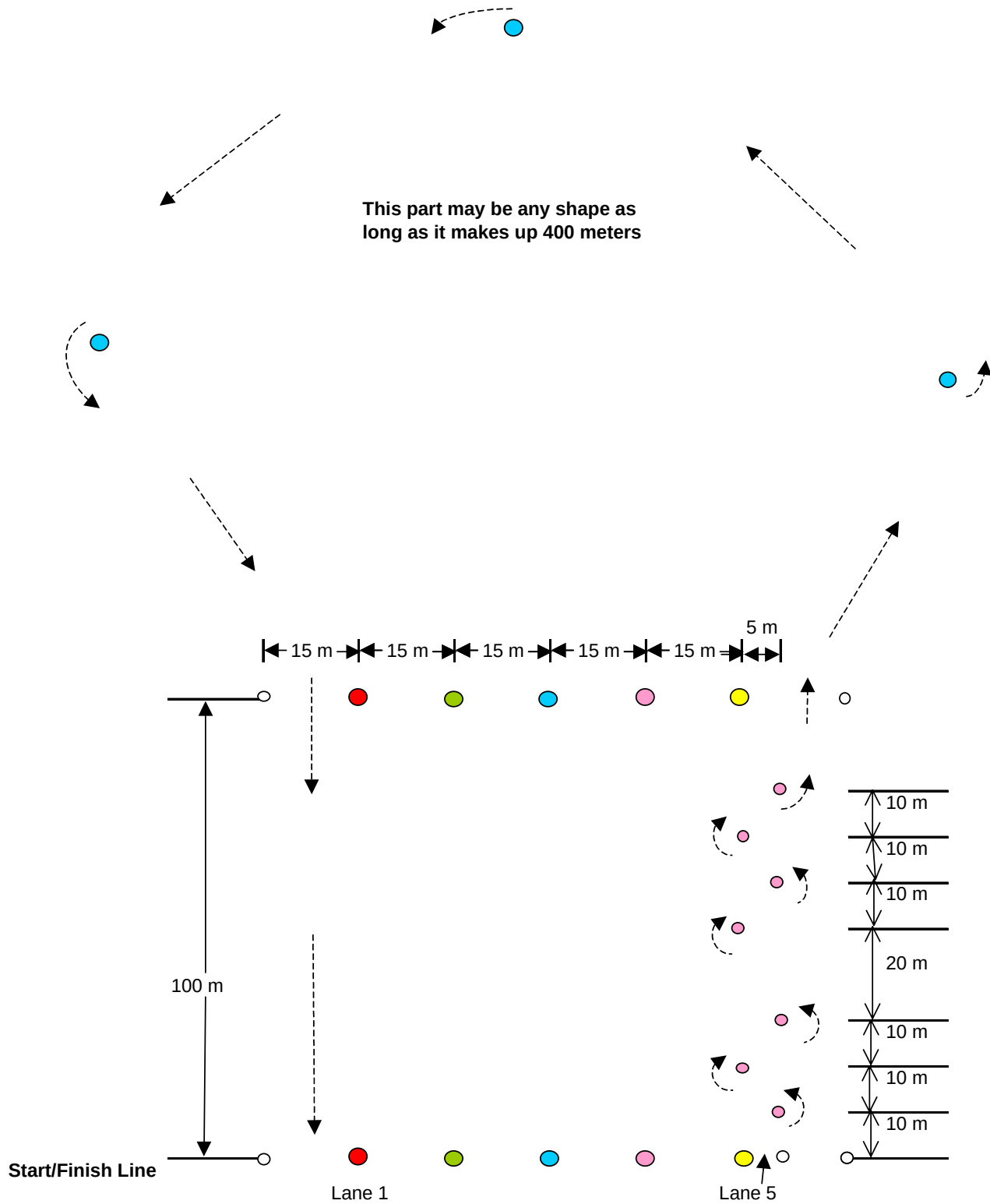


Figure 11.2 – Slalom/Endurance Race Course Layout



-- END OF SECTION 11 --

Section 12 – NATIONAL QUALIFYING RULES

12.0 GENERAL

To maintain the competition of the event in addition to creating a more uniform system for national qualification, it shall be mandatory that the Conference Competitions adopt and comply with the following sections applicable to the National Competition:

- a. Section 1 – GENERAL RULES AND ELIGIBILITY REQUIREMENTS; All except Sections 1.3.
- b. Section 2 – CANOE; Section 3 – CONCRETE; Section 4 – REINFORCEMENT; Section 5 – FINISHING; Section 6 – DESIGN PAPER; Section 7 – ENGINEER'S NOTEBOOK; Section 8 – ORAL PRESENTATION; Section 9 – FINAL PRODUCT; Section 10 – FINAL PRODUCT DISPLAY; Section 11 – RACE RULES AND REGULATIONS; and Section 13 – OVERALL SCORING; All.

12.1 APPEAL PROCESS

The Conference Competition judges shall settle all appeals from their competition, decide the Conference Competition winner, and distribute awards based on scores that have been checked and officially ratified by the Conference Head Judge (Section 1.9.1). This is the only formal appeal process available for the Conference Competition.

Section 13.7 covers the appeal process and rule clarification that shall be implemented at the Conference and National Competitions.

The CNCCC will not entertain any appeals filed by the teams after the Conference Competition nor will they overturn any of the judges' decisions.

12.2 ASCE MEMBERSHIP

Concrete Canoe Competition team members at the Conferences shall be members of an ASCE Student Group affiliated with their university. Registered participants for the National Concrete Canoe Competition shall be National Student Members of ASCE and shall provide valid ASCE ID numbers with the submittal of the registration materials. Team members that do not provide valid ASCE ID numbers will not be allowed to participate as registered participants.

- - END OF SECTION 12 - -

Section 13 – OVERALL SCORING

13.0 GENERAL

Scoring for the competition is divided into four (4) events:

Event		Maximum Competition Points
1.	Academic Judging - Design Paper	25
2.	Academic Judging - Oral Presentations	25
3.	Academic Judging - Final Product	25
4.	Races (5 races)	25
		100

13.1 COMPETITION POINTS FOR ACADEMIC JUDGING

Competition Points for Design Paper, Oral Presentation and Final Product are awarded per Appendix A – Judges' Score Sheets. Deductions assessed for Design Paper, Oral Presentation and Final Product are also provided in Appendix A. For the Design Paper, Oral Presentation and Final Product, the scores of all the judges shall be averaged to determine the overall score for the entry.

13.1.1 Number of Judges

Each event shall be evaluated by a panel of judges. The minimum number of judges for any given event is three (3) and the maximum is five (5). The head judge must be available for all aspects of the competition and is required to judge each of the events.

The judges for the Conference Competitions are selected by the conference host school (preferably with assistance from the local ASCE Section or Branch). It is the responsibility of the host school for ensuring that an adequate number of judges are available for the various aspects of the competition.

The judges for the National Competition are selected by BASF Admixtures, Inc. and ASCE. The national panel will be comprised of five (5) judges, one of which is selected from the previous year's competition to serve as the returning head judge.

13.2 RANKING

Placing for each event shall be determined by the ranking of the overall scores. In the event of a tie, competition points shall be determined by dividing points for the positions involved in the tie. For example, if a second place tie occurs in the design paper event, points for second and third places will be averaged and awarded to the tied teams. The team with the next highest score will receive points for fourth place.

13.3 TIEBREAKER (FINAL OVERALL STANDINGS)

Ties in the final standings for the competition overall for first and second places shall be broken. In such cases, a tie breaking score, *TBS*, shall be calculated according to the following formula:

$$TBS = \frac{25}{100} \left(\frac{\sum DPP}{NOJ} \right) + \frac{25}{100} \left(\frac{\sum OPP}{NOJ} \right) + \frac{25}{100} \left(\frac{\sum FPP}{NOJ} \right) + RP$$

where: *DPP* = design paper event points for a given judge (Appendix A-1), *OPP* = oral presentation event points for a given judge (Appendix A-2), *FPP* = final product (aesthetics) event points for a given judge (Appendix A-3), *NOJ* = number of judges, and *RP* = unmodified race points. No judge's score shall be dropped when calculating these points. The calculation of the *TBS* shall not change the standings for team placement in any given academic scoring part. Of the teams tied for overall winner or overall second place, the team with the highest *TBS* shall be awarded the place in contention.

If a tie still exists for first and/or second place after the tie breaking scores have been determined, then the judges shall determine the overall winner for the competition position. The judges may choose to base their decision on whatever criteria they deem appropriate including but not limited to their subjective evaluation of determination, dedication, sportsmanship, enthusiasm, and overall comportment. The judges' criteria and decision shall be final and may not be appealed.

13.4 COMPETITION POINTS

Competition points will be allotted per place according to the following table:

Place	Academic Events			Race Events		
	Design Paper	Oral Pres.	Final Product	Slalom/Endurance	Men's & Women's Sprints	Coed Sprints
First	25.0	25.0	25.0	5.0	4.5	6.0
Second	22.5	22.5	22.5	4.5	4.0	5.4
Third	20.0	20.0	20.0	4.0	3.6	4.8
Fourth	17.5	17.5	17.5	3.5	3.1	4.2
Fifth	15.0	15.0	15.0	3.0	2.6	3.6
Sixth	12.5	12.5	12.5	2.5	2.2	3.0
Seventh	10.0	10.0	10.0	2.0	1.8	2.4
Eighth	7.5	7.5	7.5	1.5	1.4	1.8
Ninth	5.0	5.0	5.0	1.0	0.9	1.2
Tenth	2.5	2.5	2.5	0.5	0.4	0.6

13.5 RACES

No points shall be given for the preliminary or qualifying heats unless unforeseen circumstances prevent the running of the final heats or the host school determines before the race competition starts that separate finals heats will not be run. For the slalom/endurance race, no points are awarded a team that does not finish or does not race. For all sprint races, if a team qualifies for a final event but cannot start an event, that team does not receive points and the team's slot is conceded to the team with the next best preliminary sprint time. For final sprint races, if a team starts a race in a canoe deemed race-worthy by the judges, but is unable to complete the race, they are awarded the points corresponding to completing the race last in their final.

13.5.1 No Races Conducted

In the event that none of the race events can take place (for example, bad weather or unsafe racing conditions), the overall competition score shall be based solely on the results of the academic portion of the competition (Design Paper, Oral Presentation, and Final Product) with the maximum possible score being 75 points.

13.5.2 Partial Completion of Races

In the event that all of the race events cannot be conducted/completed, only the scores for all of the completed races (i.e., each school participated in the event) shall be accounted for in the overall competition score. The race scores should not be adjusted in an attempt to account for the races not conducted/completed. For example, if the men and women's endurance/slalom were completed, and the sprints could not be completed, the maximum possible race score is 10 points (instead of the maximum possible score of 25 if all races were held).

13.6 SUMMARY OF DEDUCTIONS / DISQUALIFICATION

13.6.1 General

These deductions may also be referenced in other sections of these rules and regulations and/or the scoring sheets. Moreover, judges may make additional deductions if a situation not covered specifically by the rules arises. It is highly suggested that the judges contact the CNCCC regarding situations that may not be covered in the rules to determine the appropriate course of action.

13.6.2 Disqualification

Teams may be disqualified from the competition for the following:

- a. Failure to follow student eligibility requirements (Section 1.2.1).
- b. Violations under the Spirit of the Competition [at the discretion of the CNCCC and/or Judges] (Section 1.8).
- c. Failure to follow academic year, rebuilding, and material requirements (Sections 2 through 5).
- d. Sportsmanship and interference requirements (Sections 11.1.3 and 11.1.4)
- e. Failure to follow safety rules (Sections 11.2).

13.6.3 Standardized Deductions

To ensure fair and consistent judging throughout the Conference and National Competitions, the deductions are standardized (e.g., the point deductions for the various infringements cannot be less than or greater than the number specified) and apply only to the relevant competition event.

The standardized deductions are for items outlined in Section 6 – DESIGN PAPER and are listed on the *Design Paper Deduction Score Card* located in Appendix A-5. The standardized deductions are for items outlined in Section 7 - ORAL PRESENTATION and as prescribed on the *Oral Presentation Scoring Sheet* located in

Appendix A-2. The standardized deductions are for items outlined in Section 8 - FINAL PRODUCT and are listed on the *Final Product Deduction Score Card* located in Appendix A-6. Race penalties are outlined in Section 11.4.

13.7 APPEAL OF DEDUCTIONS

During both the Conference and National Competitions, the judges and/or CNCCC shall inform the team captains about the deductions that have been assessed against the canoe and/or team in the various events. The raw scores and standings shall not be provided to the teams, only the deductions being applied. The team captains will then be afforded the opportunity to appeal the deductions through a written response that will then be reviewed by the judges. Designated team captains are the only individuals that may appeal the deductions. The decisions of the judges following their review are final and the judges will accept no further appeals beyond those decisions. The judges may contact the CNCCC in order to ensure that the proper deductions are made and for any additional guidance.

The CNCCC will not consider any appeals beyond the Conference Competition, nor will it overturn any of the conference judges' decisions regarding the deductions assessed against a given team.

The following sections detail the process of teams being informed of the deductions, the team captain's appeal (if they choose to do so), and the rendering of the final decision of the judges following their review of the appeal.

13.7.1 Design Paper

Following the scoring of the Design Paper, the judges shall come to a consensus of which deductions as listed on the *Design Paper Deduction Score Card* (Appendix A-5), if any, shall be assessed against a team. On the first day of the competition, the Head Judge or CNCCC member shall provide the team captains a copy of the *Design Paper Deduction Score Card* indicating which deductions, including their point value, are being applied and a *Request for Clarification and Appeals Form* (Appendix B-4 or B-5).

If the team chooses to appeal the deductions, the team captains will have until the date/time specified to submit to the Head Judge or CNCCC member the completed *Design Paper Deduction Score Card* (with signature), *Request for Clarification and Appeals Form* and any supporting documentation. The judges shall review the appeal, render their final decision, and inform the team captains of the decision prior to the completion of the day's events or the Awards Presentation, whichever comes first. Upon being informed of the judges' decision, no further appeal may be filed.

13.7.2 Final Product

13.7.2.1 Aesthetics Judging

Immediately following the aesthetics judging of the team's Final Product, the judges shall come to a consensus of which standardized deductions as listed on the *Final Product Deduction Score Card* (Appendix A-6), if any, shall be assessed against a team. The head judge or CNCCC member shall immediately provide the team captains a *Final Product Deduction Score Card* indicating which deductions, including their point value, are being applied and a *Request for Clarification and Appeals Form* (Appendix B-4 or B-5).

If the team chooses to appeal the deductions, the team captains will have until the date/time specified to submit to the Head Judge or CNCCC member the completed *Final Product Deduction Score Card* (with signature), *Request for Clarification and Appeals Form* and any supporting documentation. The judges shall review the

appeal, render their final decision, and inform the team captains of the decision prior to the completion of the day's events or the Awards Presentation, whichever comes first. Upon being informed of the judges' decision, no further appeal may be filed.

13.7.2.2 Durability

Following the completion of the endurance/slalom races and the preliminary sprint races, all of the canoes shall be removed from the water, assembled in a common place, and inspected by the judges and/or CNCCC members for the usage of tape as a repair material. Team captains shall be present with their canoes at the time of inspection and shall have with them any *Damage/Accident Report* (Appendix B-3) including written permission for any tape that is applied to the canoe. Any tape that is applied to the canoe, without written permission, is subject to deduction. Tape used to secure gunwale protective caps/coverings and tape used to secure additional flotation material in order to pass the flotation test does not apply in this instance. The team captain shall be informed verbally if a point deduction is being assessed. The decision of the judges and/or CNCCC members is final and is not subject to appeal.

13.7.3 Race Events

13.7.3.1 Endurance/Slalom

In the event that any penalties (Section 11.4) have been assessed against a team during the Endurance/Slalom race, the head judge or CNCCC member shall immediately inform the team captain of the infraction and its deduction at the completion of the team's race. The team captains may lodge a verbal appeal before the next three (3) canoes finish the race. Following the review of the appeal, the decision of the judges and CNCCC concerning all aspects of the race shall be final.

13.7.3.2 Sprints

In the event that any penalties (Section 11.4) have been assessed against a team during the Sprint race, the head judge or CNCCC member shall immediately inform the team captain of the infraction and its deduction at the completion of the team's heat. The team captains may lodge a verbal appeal before the start of the next heat. Following the review of the appeal, the decision of the judges and CNCCC concerning all aspects of the race shall be final.

-- END OF SECTION 13 --

Design Paper			25% of Overall Score	
School Name: _____ Canoe Name: _____		Possible Points	Score	
Hull Design Hull Description and Justification (details the dimensions of the selected hull geometry and its effect on performance) (7 points) Depth of Research (3 points)		10		
Analysis Modeling (appropriateness of loading cases, applied loads, support conditions, model geometry) (5 points) Analysis (how the modeling was done) (5 points) Conclusions (appropriateness, validity, and importance of goal properties selected) (5 points)		15		
Testing and Development Testing program (tests used for individual materials and composite action and execution and validity of those tests) (5 points) Development (understands relationship between mix component properties and proportions and achieving design goal based on analysis) (5 points) Conclusions (appropriateness, validity, and importance of test results achieved) (10 points)		20		
Project Management & Construction PM Application and Innovation (effectively understands and communicates CPM) (5 points) Construction Application and Innovation (construction process and techniques) (5 points) Project Schedule Completeness (per Section 6.2.2.i.) (5 points) Organization Chart Completeness (per Section 6.2.2.h.) (5 points) Design Drawings Clarity (ease of understanding the drawings) (5 points) Completeness (per Section 6.2.2.j.) (5 points)		30		
Mixture Proportions Compliance (materials and proportions) and Correct Math (15 points)		15		
Overall Presentation Effective Use of Graphics, Tables and Charts & Quality of Writing (5 points) Conciseness and Clarity (5 points)		10		
Subtotal		100		
Academic Judging - Design Paper Total				

School Name _____

Oral Presentation		25% of Overall Score	
School Name: _____ Canoe Name: _____		Possible Points	Score
Presenters Preparation Level (8 points) Confidence (4 points) Voice Projection (4 points) Overall Demeanor (4 points)		20	
Presentation Quality Quality of Audio/Visuals (5 points) Content (20 points) Professionalism of Presentation (15 points)		40	
Judges' Questions Expertise in Answers (30 points) Confidence Level (5 points) Conciseness of Answers (5 points)		40	
Comments:			
Subtotal		100	
Deductions: Failure to observe time limit: A 15-point penalty shall be assessed when the official time exceeds 5 minutes 5 seconds (5:05). An additional 15-point deduction shall be assessed for exceeding each additional minute or fraction thereof on the official timer's clock, i.e., 6:00, 7:00, etc. (Section 7.3):			
Sponsorship or commercialism violation: 15 points			
Failure to adhere to live presentation format: No Oral Presentation Points			
Academic Judging - Oral Presentation Total			

School Name _____

FINAL PRODUCT AESTHETICS SCORE CARD

Evaluation Sheet from Judge: _____

Refer to Sections 9.1.2 and 9.1.3 regarding judging criteria and scoring.

Enter a numeric value (whole numbers) in category and tally the total score.

	Name of School	Canoe Workmanship (0 to 25 Points,)	Exterior Finish (0 to 25 Points)	Interior Finish (0 to 25 Points)	Lettering (0 to 5 Points)	Cross- Section Workmanship (0 to 20 Points)	Total (100 pts. max)
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
21							
22							
23							
24							
25							

INSTRUCTIONS - DEDUCTION SCORE CARDS

Instructions:

1. The Conference/National Judges shall come to a consensus on the determination of any infractions made by the team regarding the particular competition event (i.e., Design Paper and Final Product.).
2. Judges shall circle the point value of the deduction in the “Deduction” column. The points of the deductions for the infractions are standardized (i.e., cannot be higher or lower than what is prescribed).
3. The Head Judge shall tally the deductions and initial his/her name next to it. At the National Competition, a CNCCC member may tally the deductions in lieu of the Head Judge; however, the judges will make the determination of the infractions.
4. **The total amount of deductions can exceed 100 points.**
5. The Head Judge (or CNCCC member) shall provide all team captains with these forms to inform them of the deductions being assessed against them. Teams with no deductions will also be provided with these forms in order to assure anonymity.
6. The team captains shall indicate if they agree with the infractions and deductions or if they wish to appeal any of the infractions by signing the form. Teams that wish to appeal the infractions shall be given a reasonable amount of time to review the rules, obtain their supportive documentation, and provide the judges with their response. **Teams are strongly cautioned to be able to substantiate their appeals.**
7. The Head Judge (or CNCCC member) shall indicate the day and time (deadline) that the team captains have to submit the completed and signed form to the judges or CNCCC member.
8. Following the receipt of the form, the judges shall re-evaluate any infractions that the teams may appeal given the supportive documentation that they provide, and render their final decision on the form. The Head Judge shall input the official total deduction, sign off on the form, and inform the team captains of the judges’ decision. Once this is done, no further appeals regarding this matter will be entertained.
9. All appeals shall be handled prior to the Awards Ceremony. The final tally shall be inputted on the paper copy of the score sheet and in the electronic score sheet which is then officially ratified by the Head Judge. At the National Competition, the Head Judge and the CNCCC will ratify the scores.
10. Member of the CNCCC will either be on-call (during conference competitions) or on-site (during the national competition) and are available to provide guidance, clarification, and interpretation of the rules and regulations for the judges. During the course of the competitions, teams are given the option to request that the judges contact the CNCCC for rule interpretation (see *Request for Clarifications and Appeals*).

DESIGN PAPER DEDUCTION SCORE CARD

School: _____

Infraction	Deduction (Circle those that apply)
A. Failure to follow format, margin, page and/or body text requirements	10 Points
B. Design Paper over specified number of pages (____ page) x 10 Pts/page	__ Points
C. Design Paper/Engineer's Notebook received after deadline (____ days) x 5 Pts/day (Engineer's Notebook, electronic copy, only applicable at the National Competition)	__ Points
D. Not providing all information required in Executive Summary	5 Points
E. Missing Table of Contents and/or Executive Summary	15 Points
F. Missing (or Incomplete) Appendix A – References	15 Points
G. Missing (or Incomplete) Appendix B – Mixture Proportions	15 Points
H. Missing (or Incomplete) Appendix C – Gradation Curves and Tables	15 Points
I. Failure to add <i>Repair Report</i> or <i>Reconstruction Request</i> as Appendix (Only applicable at the National Competition)	15 Points
J. Use of plagiarized material or failing to document sources	No Design Paper Points
Total Deductions (Design Paper)	____ Points

Please provide information on the infraction(s) being applied:

Team captains shall have until (day/time) _____ to either agree with the judges' deductions for the infractions listed above or to appeal the decision and provide supportive documentation.

FOR TEAM CAPTAINS ONLY

- ☐ We agree with the infractions and deductions applied to the Design Paper.
- ☐ We wish to appeal the following infractions: A B C D E F G H I J (circle those that apply)

Team Captain _____

Team Captain _____

FOR COMPETITION OFFICIAL USE ONLY

Upon review of the Appeal Form (and any supportive documentation) provided by the team captain:

- ☐ The deductions originally determined by the judges shall stand.
- ☐ The deductions for A B C D E F G H I J (circle those that apply) shall be rescinded.

The total deductions for the Design Paper are _____ Points.

Head Judge _____

FINAL PRODUCT DEDUCTION SCORE CARD

School: _____

Infraction

Deduction

(Circle those that apply)

A. A canoe not built within current academic year, cannot race due to design or safety issues, or cannot complete sprint and endurance events	No Final Product Points
B. Reinforcement thickness exceeds 50% of canoe thickness	No Final Product Points
C. Use of Bondo [®] , epoxy, or similar materials for construction or repairs	No Final Product Points
D. Canoe does not meet dimensional restrictions (length and/or beam width)	25 Points
E. Non-compliant Lettering	5 Points
F. Improper finishing (sealer, paint, stain, etc.)	25 Points
G. Canoe failed to pass Flotation Test on first attempt	25 Points
H. Non-compliant w/cm ratio	15 Points
I. Failure of concrete to meet specified minimum air content (gravimetric)	15 Points
J. Non-compliant binder proportioning	15 Points
K. Non-compliant aggregate proportioning and/or gradation	15 Points
L. Missing one or more items from Final Product Display (Notebook, display, samples of concrete, concrete aggregate, composite, etc.)	25 Points
M. Failure of reinforcement to meet required Percent Open Area	15 Points
N. Cross-section not meeting specifications (size) and/or does not properly represent the canoe	20 Points
O. Reported weight of canoe is not within ± 10 lbs. of the measured weight (<i>NCCC only</i>)	10 Points
P. School granted permission to repair (25 points) or reconstruct (50 points) canoe (<i>NCCC only</i>)	___ Points
Total Deductions (Final Product)	___ Points

Team captains shall have until (day/time) _____ to either agree with the judges' deductions for the infractions listed above or to appeal the decision and provide supportive documentation.

FOR TEAM CAPTAINS ONLY

- ☐ We agree with the infractions and deductions applied to the Final Product.
- ☐ We wish to appeal the following infractions: A B C D E F G H I J K L M N O P (*circle those that apply*)

Team Captain _____

Team Captain _____

FOR COMPETITION OFFICIAL USE ONLY

Upon review of the Appeal Form (and any supportive documentation) provided by the team captain:

- ☐ The deductions originally determined by the judges shall stand.
- ☐ The deductions for A B C D E F G H I J K L M N O P (*circle those that apply*) shall be rescinded.

The total deductions for the Final Product are _____ Points.

Head Judge _____

REPAIR PROCEDURE REPORT

School Name: _____

Canoe Name: _____

Team Captain(s): _____

Date of Request: _____

Description of Cause:

Description of Repair:

Materials used in Repair:

Description of Supporting Documentation:

Provide a list of Supporting Documentation attached to this report

CNCCC Disposition		
Date:		
Request to Repair Canoe:	☐ Granted	☐ Declined
Reason for Disposition:		

This report, CNCCC disposition, and supporting documentation shall be included in Appendix D of the Design Paper. Failure to do so will result in a 25-point deduction from the Design Paper final score.

Filing this report does not guarantee the school will be granted permission to conduct repairs to their canoe. The ability to do so is a function of the reason for the request and the supporting documentation. Under no circumstances should a school consider a verbal disposition permission to repair their canoe.

If the school is permitted to conduct repairs, that school will receive a 25-point penalty for doing so. The maximum final product points will be reduced to 75 out of 100 points. This penalty may be waived at the discretion of the CNCCC on a case by case basis.

RECONSTRUCTION REQUEST

School Name: _____

Canoe Name: _____

Team Captain(s): _____

Date of Request: _____

Reason for Request:

Description of Supporting Documentation:

Provide a list of Supporting Documentation attached to this request

CNCCC Disposition		
Date:		
Reconstruction Request:	☐ Granted	☐ Declined
Reason for Disposition:		

This request, CNCCC disposition, and supporting documentation shall be included in Appendix D of the Design Paper. Failure to do so will result in a 25-point deduction from the Design Paper final score.

Filing this report does not guarantee the school listed above will be granted a Reconstruction Request. The ability to do so is a function of the reason for the request and the supporting documentation. Under no circumstances should a school consider a verbal disposition permission to rebuild their canoe.

If the school is permitted to reconstruct, that school will receive a 50-point penalty for doing so. The maximum final product points will be reduced to 50 out of 100 points. This penalty may be waived at the discretion of the CNCCC on a case by case basis.

DAMAGE/ACCIDENT REPORT

School Name: _____

Name of Canoe: _____

Date of Accident: _____

Location of Accident: _____

Type of Accident:

() Collision with other canoe () Paddler fell out of canoe

() Collision with inanimate object () Other: _____

Briefly Describe Circumstances of Accident:

Describe in Detail the Extent of Damage:

Team Captain's Signature: _____

Team Captain's Signature: _____

FOR COMPETITION OFFICIAL USE ONLY

Damage is due to accident outside the control of the paddlers? (Circle one) YES NO

Comments:

Deduct 25 points from Final Product _____ Do Not Deduct 25 Points from Final Product _____

Head Judge: _____

REQUEST FOR CLARIFICATION AND APPEALS

(CONFERENCE COMPETITIONS)

Instructions: Completed forms must be submitted immediately by the Team Captain to the Conference Concrete Canoe Competition Head Judge. Requests for clarification and appeals will not be considered once the competition has concluded. All decisions of the judges are final.

School Name: _____

Team Captain(s): _____

Nature of Inquiry

- () Design Paper
() Oral Presentation
() Final Product
() Races
() Other: _____

Briefly Describe Nature of Inquiry or Appeal: (Continue on reverse side if more space is needed).

Not For Official Use

- ☐ We formally request that the CNCCC member on-call be contacted in order to obtain an official interpretation or clarification regarding this matter.

Rules & Regulations Section(s) Referenced: _____

Team Captain Signature: _____

Team Captain Signature: _____

General Guidelines for Mix Design Table

References

Section 3 – CONCRETE	2007 NCCC Rules and Regulations
ASTM C 138/C 138 M	Standard Test Method for Density (Unit Weight), Yield and Air Content (Gravimetric) of Concrete

Table 3.1, “Summary of Mixture Proportions,” has been significantly changed compared to the tables provided in previous editions of the rules and regulations. This appendix provides some general guidelines and helpful hints so that teams understand what is required in the table and how it can be properly filled out.

The table is broken down into three (3) major categories: *SSD Proportions as Designed*, *Actual Batched Proportions* and *SSD Yielded Proportions*. Each of these categories are then broken down into “Amount” and “Volume”

General Comments

- Under the categories of “Cementitious Materials,” “Aggregates,” “Fibers,” and “Admixtures”, provide the name of the particular constituents that are being used. Generic or commercial (trade) names may be used as long as it is clear what the product is.
- Both the absorption and batch moisture contents of all of the aggregates used shall be provided. One or two decimal places are sufficient for these values.
- Under the “Specific Gravity” column, provide the specific gravity (dimensionless) of the cementitious materials, aggregates, fibers, and water used in the concrete mix. Two decimal places is sufficient (e.g., G_s of Portland cement meeting ASTM C 150 is typically taken as 3.15)
 - For aggregates, provide ASTM C 127 saturated, surface-dry (SSD) bulk specific gravity.
 - The specific gravity of water shall be taken as 1.00
- “Air Content” is a measured value (ASTM C 231), while the “Gravimetric Air Content” is a computed value (see Equation 7, 8 and/or 9 of ASTM C 138/C 138 M)

“SSD Proportions as Designed”

This category indicates how the designer intends on proportioning the concrete mix design. The proportioning may be based on previous mix designs (research and/or experience), ACI guides, recommendations from a supplier, etc. In this process, some parameters are assumed such as desired slump and air content. Basically, this is your starting point in the mix design process – determining what you think you need to make your concrete mix.

- The “Amount” of each ingredient shall be provided in lb/yd³.
- The “Volume” shall be provided in ft³ and is a measure of the absolute volume of each ingredient. The volume is equal to the quotient of the mass of that ingredient divided by the product of the specific gravity times 62.4. Using the amount and specific gravity, one can use:

$$\text{Volume (ft}^3\text{)} = [(\text{Amount (lb/yd}^3\text{)} / (27 \text{ ft}^3\text{/yd}^3))] / (\text{Specific Gravity} \times 62.4 \text{ lb/ft}^3)]$$

- The amount of admixtures shall be reported in fl.oz./cwt (fluid ounces per 100 pounds of cementitious materials). Based on solids content, the amount of water in the admixture can be determined and the “Total Water from All Admixtures” is added to the table.
 - If impact on water-cementitious materials ratio of the total water from all admixtures is less than 0.01, enter zero in that column.
- The following parameters shall be provided:
 - *Cement-Cementitious Materials Ratio* – can be computed based on proportions
 - *Water-Cementitious Materials Ratio* - can be computed based on proportions
 - *Flow (flow table), Slump, Slump Flow, in.* – this value is assumed (it is as desired)
 - *Air Content, %* - this value is assumed (it is the desired air content)
 - *Density (Unit Weight), lb/ft³* – can be computed based on proportions
 - *Yield, ft³* – the summation of all the absolute volume of ingredients should result in a yield of 27 ft³ (1 yd³ of concrete)

“Actual Batched Proportions”

This category indicates what is actually batched in the laboratory and includes any deviations from proposed proportions or assumed amounts

- The “Batch Size” is measured in ft^3 . For example, assume that your team plans on making a total of 1 ft^3 of concrete for testing purposes. The expected yield of the concrete is 1 ft^3 . We will see if that actually works out. (The batch size need not be 1 ft^3 ; it is being used here for illustration purposes only.)
- The “Amount” of each ingredient shall be provided in lb. Since the proportions as designed are in yd^3 , divide all of the proportions by 27. However, if the aggregates are not in a SSD condition, the actual batched amounts for the aggregates and water should be reported.
- The “Volume” shall be provided in ft^3 and is a measure of the absolute volume of each ingredient for the batching.
- During the actual batching process, there may be some deviations from what was originally proportioned or assumed. For example, you may have determined that you needed 10 pounds of water for your mix, but after adding some HRWR, you actually needed to add only 8 pounds of water. Another example would be that you assumed an air content of 5%, but after adding air entrainment, you ended up measuring 8% air.
 - In this example, the batched amount of water is 8 pounds and the batch air content is 8% and should be reported as such.
 - There can be numerous other deviations, including, adding more cementitious materials than originally planned, using aggregates that are not in a SSD state at the time of batching, adding an admixture that was not originally planned, etc.
- The following parameters shall be provided:
 - *Cement-Cementitious Materials Ratio* – can be computed based on actual proportions
 - *Water-Cementitious Materials Ratio* - can be computed based on actual proportions
 - *Flow (flow table), Slump, Slump Flow, in.* – this is the actual measured value
 - *Air Content, %* - this is the actual measured value
 - *Density (Unit Weight), lb/ft^3* – this is the actual measured value
 - *Gravimetric Air Content, %* – is a computed value (see Equation 7, 8 and/or 9 of ASTM C 138/C 138 M)
 - *Yield, ft^3* – is the mass of all of the ingredients used in the batch divided by the measured density of the concrete (see Equation 3 and/or 4 of ASTM C 138/C 138 M).

“SSD Yielded Proportions”

This category takes into account the actual batched amounts and adjusting the proportions based on the relative yield of the batch. The yielded proportions are the ones that should be reported as the final mix design and they are required to meet all of the specifications outlined in Section 3 – CONCRETE.

- The “relative yield” (R_y) of the mix proportions can be computed and is defined as the ratio of the actual volume of concrete obtained to the volume of concrete as designed for the batch (see Equation 5 of ASTM C 138/C 138 M)

$$R_y = \text{Yield}_{\text{actual}} / \text{Yield}_{\text{design}}$$

- A value greater than 1.00 indicates that an excess of concrete is being produced
 - A value less than 1.00 indicates the batch is “short” of its designed value.
- The actual cement content (as well as the actual contents for all of the other ingredients) can be computed using (see Equation 6 of ASTM C 138/C 138 M):

$$\text{Cement}_{\text{actual}} = \text{Cement}_{\text{batch}} / \text{Yield}_{\text{actual}}$$

- For example, you may have batched 500 lb of cement and after mixing determined that your relative yield of concrete was 0.97. In essence, you thought you were going to make 1 yd³ of concrete, but ended up only making 0.97 yd³ of concrete. Your actual cement content for 1 yd³ of concrete would then be

$$500 \text{ lb} / 0.97 \text{ yd}^3 = 515.5 \text{ lb/yd}^3$$

- The following parameters shall be provided:
 - *Cement-Cementitious Materials Ratio* – can be computed based on actual proportions
 - *Water-Cementitious Materials Ratio* - can be computed based on actual proportions
 - *Flow (flow table), Slump, Slump Flow, in.* – this is the actual measured value and is taken as the flow, slump or slump flow obtained in the “Actual Batch Proportions” column
 - *Air Content, %* - while this is the actual measured value and it taken as the value of the gravimetric air content obtained in “Actual Batch Proportions” column
 - *Density (Unit Weight), lb/ft³* – this is the actual measured value
 - *Yield, ft³* – is the summation of all the absolute volume of ingredients should result in a yield of 27 ft³ (1 yd³ of concrete)

Formatting of Electronic Deliverables

(Applicable Only to ASCE National Concrete Canoe Competition)

References

Section 6 – DESIGN PAPER	2007 NCCC Rules and Regulations
Section 7 – ENGINEER'S NOTEBOOK	2007 NCCC Rules and Regulations

General Comments

- Per the above referenced sections of the Rules and Regulations, national competitors are required to submit electronic copies of their Design Paper and Engineer's Notebook.
- All electronic deliverables shall be in Adobe Acrobat® PDF format and copied to one (1) compact disc (CD). Pictures may be provided as a .jpeg, .gif, or PDF.
- The following three (3) figures detail the overall formatting. Additional details are provided as necessary.

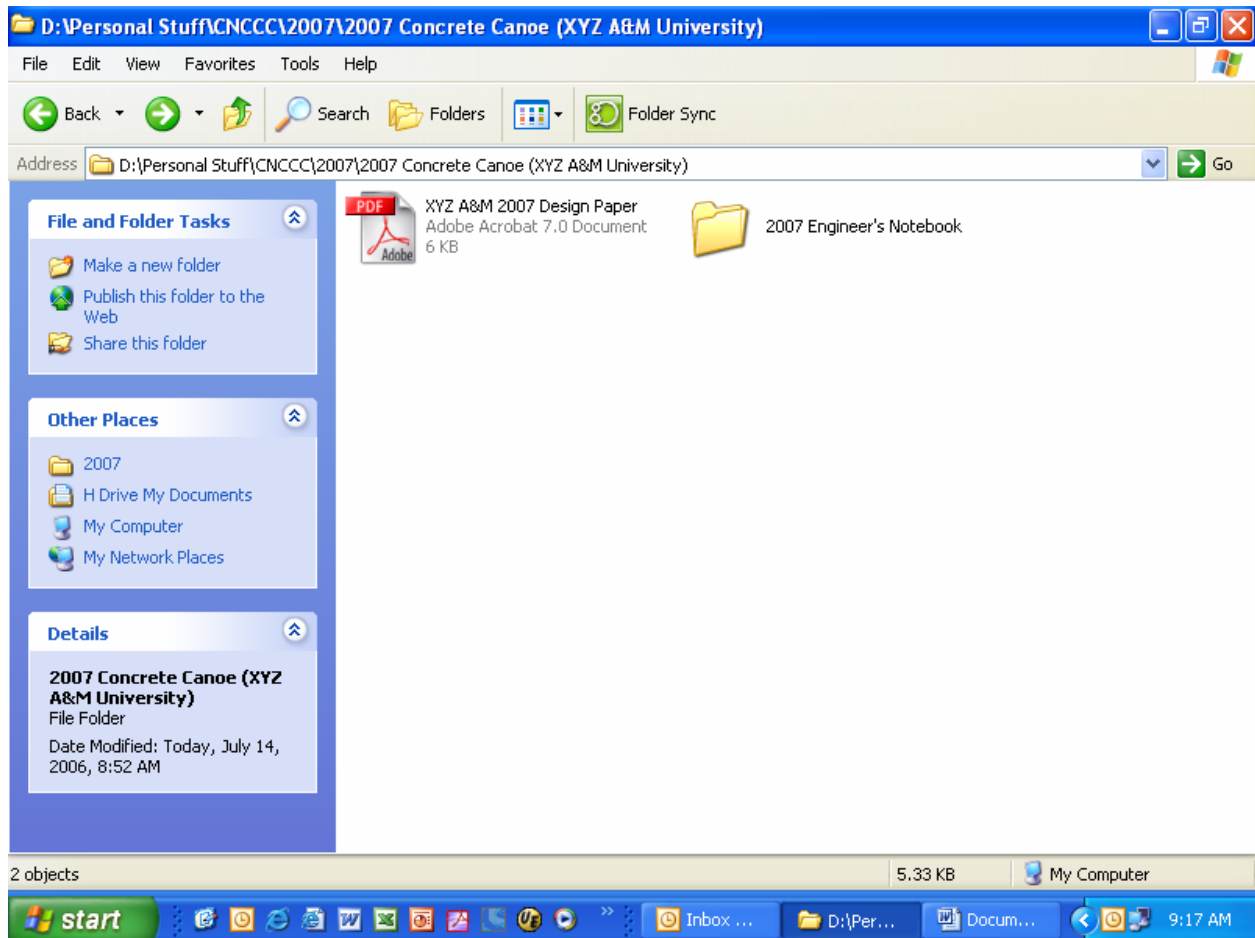


Figure 1 – Required Electronic Deliverables (Design Paper and Engineer's Notebook)

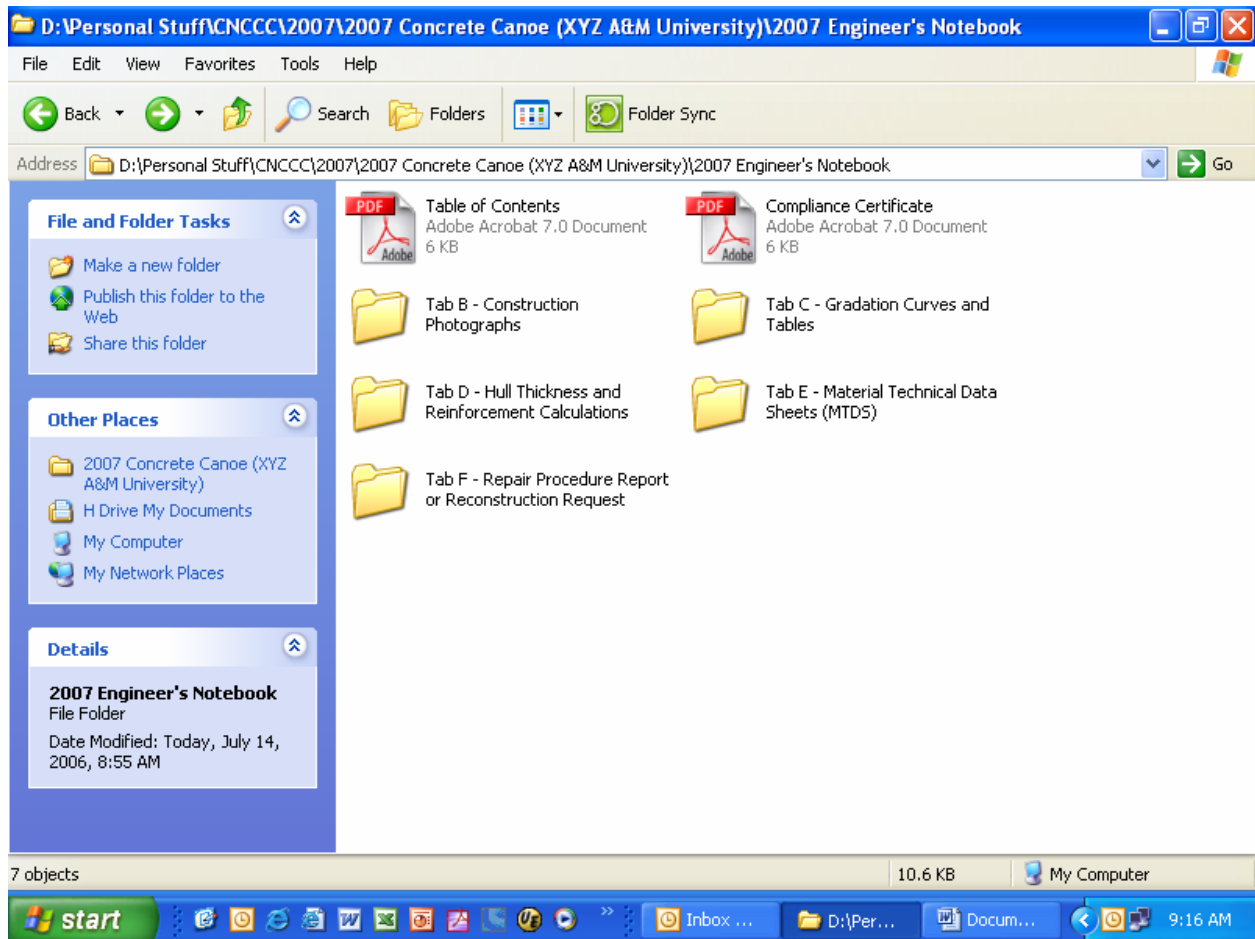


Figure 2 – Contents of Engineer's Notebook

Notes

- The Engineer's Notebook shall be broken down into the following categories:
 - o Table of Contents (*PDF*)
 - o Tab A – Compliance Certificate (*PDF*)
 - o Tab B – Construction Photographs (*folder*)
 - o Tab C – Gradation Curves and Tables (*folder*)
 - o Tab D – Hull Thickness and Reinforcement Calculations (*folder*)
 - o Tab E – Material Technical Data Sheets (MTDS) (*folder*)
 - o Tab F – Repair Procedure Report or Reconstruction Request (*folder*)
- If your team did not require a repair or a reconstruction, then Tab F shall not be included (i.e., do not provide a blank folder labeled Tab F).
- Within each respective folder there shall be complete PDF files which contain the information as outlined in the rules and regulations.
- Figure 3 provides an example of such a folder [Material Technical Data Sheets (MTDS)].

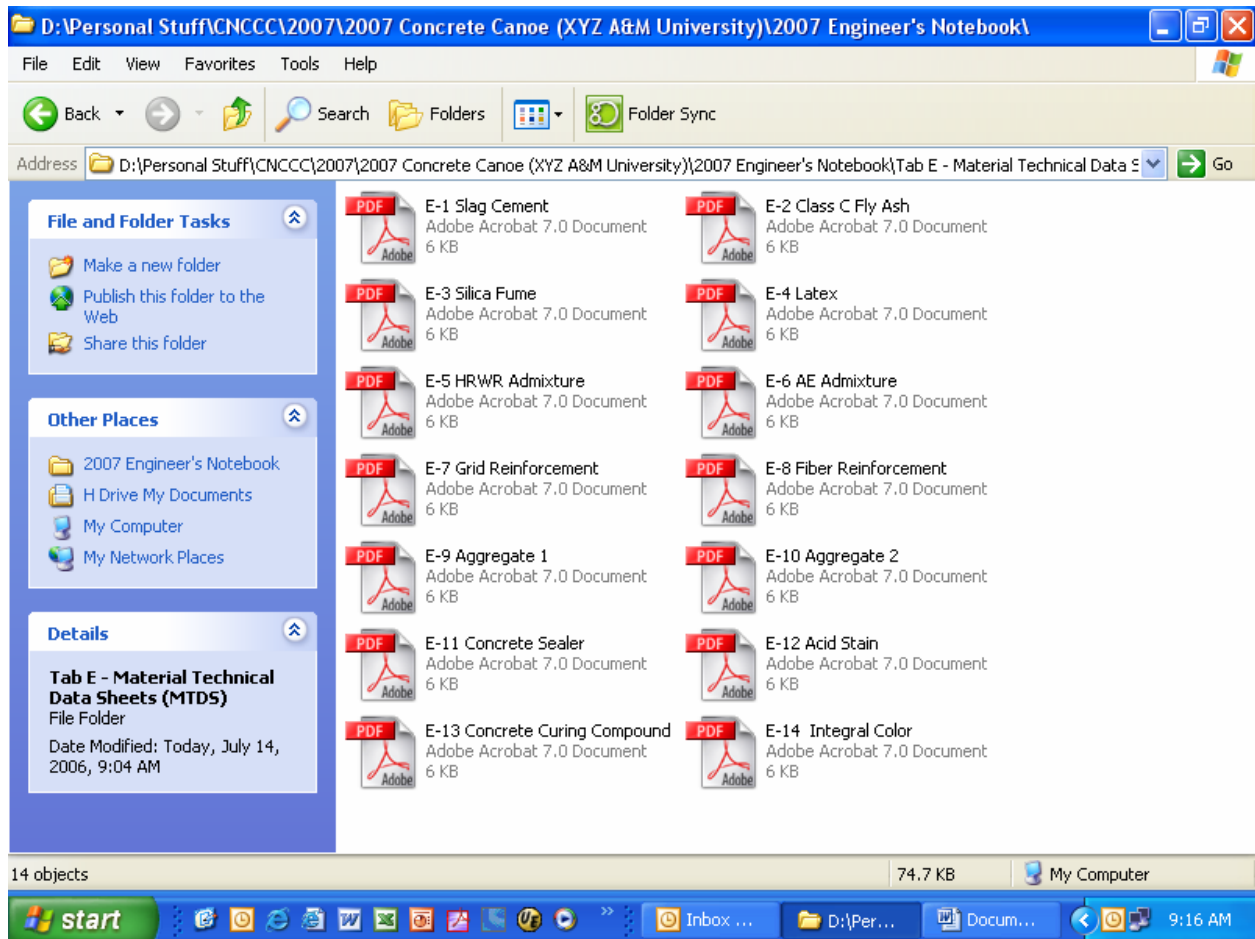


Figure 3 – Contents of Example Folder (Tab E – MTDS)

- This example only shows how to format the information required and does not include all possible files for the materials used. Such a list will vary from team to team. For brevity, the contents of the other folders are not shown. The following is a list of PDF files which are applicable to the folders:
 - Tab B – Construction Photographs (may be in .jpeg, .gif, or PDF format)
 - Mold Construction – Six (6) photographs
 - Canoe Construction – Six (6) photographs
 - Finishing Techniques – Four (4) photographs
 - Tab C – Gradation Curves and Tables
 - Individual Aggregate Sources– provide one file for each aggregate source used.
 - Composite Aggregate
 - Tab D – Hull Thickness and Reinforcement Calculations
 - Reinforcement Thickness and Hull-to-Reinforcement Thickness Calculations
 - Percent Open Area (POA) Calculations
 - Note: Reinforcement sample are required in the hard copy of the notebook. There is no requirement to provide a “sample” (like a photograph) for the electronic version.
 - Tab F – Repair Procedure Report or Reconstruction Request (*if applicable*)
 - Repair Procedure Report or Reconstruction Request
 - Additional Documentation (*as needed*)
- Note: Material Safety Data Sheets (MSDS) are not technical data sheets.