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# LAKEWOOD



# YACHT CLUB

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## Harvest Moon Regatta®

Organizing Authority: Bay Access Sailing Foundation

Thursday, Oct. 10 - Sunday, October 13, 2019

### Sailing Instructions

#### 1. RULES

1.1 The regatta will be governed by:

- a. the *rules* as defined by the Racing Rules of Sailing (“R.R.S.”) except as modified by the Notice of Race or by these Sailing Instructions
- b. the Safety Equipment Requirements for Coastal Races (SER) as published by US Sailing and as modified by these sailing instructions below and on the Special Equipment Requirements found under “Race Information” at [www.harvestmoonregatta.com](http://www.harvestmoonregatta.com); or, in the multihull classes only, the Multihull Safety Equipment Requirements for Coastal Races as published by US Sailing and as modified by these sailing instructions below. Failure to meet a Safety Equipment Requirement is not subject to protest by another boat; this modifies R.R.S. 60.1. The Race Committee may investigate a report of flagrant disregard of the SER and may file a protest based on its investigation
- c. the rules of the Harvest Moon Regatta® Cruising Class for monohulls in
  1. the Cruising without Spinnaker Fleet, and
  2. the Cruising Spinnaker Fleet
- d. the rules of the Offshore Racing Congress Club Rule (“ORC Club”) for Monohulls competing in the Bacardi Fleet
- e. the rules of the Performance Handicap Racing Fleet of Galveston Bay (“PHRF”) for Monohulls competing PHRF Spinnaker and for boats in the PHRF division of the Cruising without Spinnaker Fleet
- f. the rules of the Texas Offshore Multihull Association (“TOMA”) for Multihulls
- g. This event is designated a CLEAN REGATTA by the Sailors for the Sea organization. By entering, all competitors agree to abide by CLEAN REGATTA guidelines and to report their efforts to comply with those guidelines.

#### 1.2 Modifications to SER:

- a. **Lifelines:** The requirements for lifelines are modified to allow vinyl or other coating on the lifelines provided any stained coating is removed to establish that the lifelines have not corroded. Competitors are advised to exercise special care to ensure that any coated lifelines have been tested prior to racing, as evidence of corrosion is not always visible.
- b. **Flares:** The requirements for flares are modified to allow the use of Coast Guard approved flares in lieu of SOLAS flares so long as the type and quantity comply with the requirements of the paragraph and they are not older than the expiration date.
- c. **EPIRB:** An EPIRB or Personal Locator Beacon is highly recommended but not required this year.
- d. **Special Requirements for Pulpits, Stanchions, and Lifelines on Multihulls:** Jackstays and clipping points may be substituted for lifelines or pulpits, according to the following conditions:
  - Jackstays shall be a dedicated piece of safety equipment installed before the start of the race and remain in place until the boat is securely berthed after finishing the race.

- Jackstays must be installed to allow a crewmember – while clipped on – to move readily between the working areas on deck and the cockpit, with minimum of clipping and unclipping operations.
- Each crew member shall have a safety harness (or combined with inflatable vest) and tether
- All crewmembers in the cockpit, on deck or nets between sunset and sunrise must be clipped on.

**1.3 Group Flags:** In the skipper’s package, every boat was provided with a group color flag. Beginning no later than 1 p.m. on the day of the scheduled race start, each boat shall fly her group color flag from either the backstay or a starboard shroud until she *finishes* or retires from the race.

**1.4 Competitor Number Sign:** Any boat whose sails are not marked in accordance with Appendix G of the R.R.S. shall carry on board a Competitor Number Sign. The Competitor Number Sign shall be at least 22” by 28” with the assigned competitor number in contrasting color at least 12 inches high on a white background. Assigned competitor numbers can be found on the scratch sheet in the sail number column. The “A” designates only that the number is an assigned number, and it is not part of the competitor number, and does not need to be included on the sign. The sign shall be displayed above deck on the starboard side of the boat at the start of the race.

**1.5 Safety Considerations:** It is critical to the continued safety and success of the Harvest Moon Regatta® that boats obey all navigation rules of the road and do not interfere with commercial traffic. In particular:

- keep a safe distance between your boat and any ship;
- be aware that a slow moving sailboat can be drawn toward a ship by the ship’s wake;
- if appropriate to ensure safety, have your engine on, in neutral, when *racing* near vessels that are not *racing*, and in particular near commercial shipping traffic;
- many engine failures are caused by clogged fuel filters; to ensure your safety, and the safety of others, be sure your engine has been properly maintained so that it will start on demand;
- when *racing* in or near a ship channel, and in particular the jetties at Port Aransas, be especially careful to assign a good lookout; and
- be prepared to drop or furl sails.

**1.6 Radios:** All boats shall have two working VHF radios, one of which can be a handheld. At least one working radio shall be carried in the cockpit at all times. The SER may have additional requirements.

**1.7 Monitor Channel 16:** All boats shall monitor the International Hailing Channel - VHF Channel 16, at all times. This is especially important when making the passage to Port Aransas and encountering other vessels. The Port Aransas Pilots also monitor VHF Channel 12.

**1.8 Interfering With Commercial Traffic:** A boat is subject to immediate disqualification, without a hearing, if the Race Committee receives a report from a disinterested party that the boat interfered with commercial traffic while transiting to the race area, while *racing*, or while transiting to her mooring after *finishing*. This modifies R.R.S. A5 and 63.1. **ANY BOAT AND SKIPPER SO DISQUALIFIED WILL NOT BE ALLOWED TO ENTER ANY FUTURE HARVEST MOON REGATTA® or LAKEWOOD YACHT CLUB EVENT.**

**1.9 Rendering Assistance to Persons or Vessels in Danger:** As required by R.R.S. 1.1, a boat or competitor shall give all possible help to any person or vessel in danger. Pursuant to R.R.S. 42.3(f), motoring is allowed during emergency assistance, and will not result in disqualification. In the event a boat renders emergency assistance, or stands by at the scene of an emergency until a determination is made that no assistance is required, or a boat experiences a man overboard, the boat may turn in information regarding the emergency assistance to the Race Committee after docking. For purposes of the Harvest Moon Regatta®, helping “another vessel in danger” includes maneuvering in the Aransas Pass Ship Channel to avoid interfering with commercial traffic transiting the area. A boat may use her engine to avoid interfering with any commercial traffic and to clear the passage lane. Once clear from interfering with the commercial traffic, the boat shall immediately cease motoring. A boat shall not advance toward the Finish Line while motoring unless, once clear of traffic and prior to finishing, she returns to her pre-

motoring position and completes the race under sail. Upon receiving a report, the Race Committee may request redress on behalf of the boat(s) involved.

**1.10 Redress for Rendering Assistance:** As provided in R.R.S. 62, a boat may be given redress for rendering assistance. For purposes of this rule, “rendering assistance” includes standing by at an emergency scene until it is determined that no assistance is required. R.R.S. 62.1[c] is modified so that a boat may be given redress in the event of giving help in compliance with R.R.S. 1.1, even if help is to herself or her crew. In the event a boat experiences a man overboard, redress will not be refused solely because her score was made worse through her own fault because of losing a crewmember overboard.

**1.11 Operating at night:** The rules of Part 2 of the R.R.S. are replaced by the International Regulations for Preventing Collisions at Sea (I.R.P.C.A.S.) between sunset and sunrise.

**1.12 Agreement to Raft up:** A boat participating in the Harvest Moon Regatta® and docking at either the City Marina or Island Moorings in Port Aransas shall raft up with other boats if asked to do so. All boats shall make provisions to have appropriate lines and fenders available if it becomes necessary to raft up.

**1.13 Class Rules Which Apply to the Cruising Fleets:**

- a. Power-driven winches are permitted. This changes R.R.S. 52.
- b. Headsails, foresails, or oversized jibs, greater than the largest jib rated on entry, shall not be used.
- c. Two headsails may not be carried at the same time, except that while changing headsails, the replacing sail may be set and trimmed before the replaced sail is lowered. For purposes of this rule, a staysail on a cutter rigged boat is not considered a headsail.
- d. Pole lifts and down hauls may be used.
- e. A whisker pole may be used to wing out a headsail, the luff of which must be attached to a headstay. A whisker pole or spinnaker pole may not be used to wing out an asymmetrical spinnaker.
- f. Staysails, including but not limited to mizzen staysails, shall not be used except on boats that are provided with a permanent inner forestay to which the staysail is furled or hanked on.
- g. Boats in the Cruising Spinnaker Fleet shall be limited to carrying two spinnakers. Only asymmetric spinnakers, or symmetric spinnakers flown like an asymmetric spinnaker by means of a tacking device such as an ATN Tacker, are allowed. No more than one spinnaker may be flown at a time. The Tack Point of Spinnaker (“TPS”) must be attached at the centerline of the boat at the stem or on a fixed bowsprit. In no event shall TPS exceed 125% of “J”. Maximum Spinnaker Girth (“MSW”) shall be no greater than 183% of J and maximum Spinnaker Luff (“SL”) shall be no greater than 102% of I. The spinnaker may be used with or without a pennant, adjustable tack line, snuffer, or furler. No other spinnakers are allowed.
- h. The intent of the Canvas divisions is that all sails will be woven polyester such as Dacron only. Cruising laminate sails and specialty fibers are allowed in the other cruising fleet divisions

**1.14 Mandatory Tracking:** Beginning at 9 am on the day of the race start, and continuing until the boat reaches its mooring after finishing, each boat shall provide a SPOT or InReach track to the Race Committee. Failure to meet the tracking requirement is not subject to protest by another boat but is subject to protest by the Race Committee and could result in disqualification. Boats that do not display consistent tracking from the *start* to the *finish* may be disqualified. Each skipper should assign a land-based person to check the Harvest Moon Regatta® MAProgress website at regular intervals to be sure the track is working properly and the boat is progressing toward the finish line.

**1.15 Alternate Penalties:** Appendix V will apply. This provides for alternate penalties on the water and prior to a hearing. For the cruising classes, alternative penalties may be offered for any rule violation. Appendix V1 provides

that 'A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 or rule 31 while *racing*. However, when she may have broken a rule of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.'

**1.16 Redress** The US Sailing prescriptions to rules 60, 63.2, and 63.4 shall not apply to this regatta.

## **2. ADVERTISING**

As a courtesy to our valued sponsors, no advertising may be displayed in the Port Aransas marinas without prior written permission of the Race Committee. Generic one-design class flags or manufacturer's flags, not personalized with a particular boat's name or logo dominant, are considered advertising and shall not be displayed. This rule applies from the time a boat checks in to race until the boat leaves Port Aransas to return to her homeport.

## **3. ENTRY REQUIREMENTS**

Entry is not complete until the Organizing Authority receives a waiver and release of liability from each skipper and crewmember. Skipper waivers are submitted during the registration process. Crewmember waivers shall be submitted online prior to the Skippers' Meeting. In the event of a crewmember substitution after the Skippers' Meeting, the new crewmember must submit a waiver prior to *racing* for that boat's entry to remain valid.

## **4. OFFICIAL NOTICE BOARD**

The Official Notice Board will be online at:

[https://www.regattanetwork.com/clubmgmt/applet\\_notice\\_board.php?regatta\\_id=18312](https://www.regattanetwork.com/clubmgmt/applet_notice_board.php?regatta_id=18312)

## **5. CHANGES TO SAILING INSTRUCTIONS**

**5.1 Written Changes:** Written changes to these Sailing Instructions will be posted on the Official Notice Board. Any written changes will be posted before 5 p.m. the day before the scheduled race start.

**5.2 Oral Changes:** Any oral changes to these Sailing Instructions will be communicated on the water on VHF Channel 72 by the Principal Race Officer.

## **6. CHANGES TO DIVISIONS OR FLEETS**

Assignment of boats to appropriate divisions is within the discretion of the Race Committee. Any request for change in division must be done in writing, with the reason for the request, to the Race Committee no later than one hour after the Skipper's Meeting adjourns. Any change, if granted, will be reflected on the online Scratch Sheet no later than 6 p.m. the day prior to the race start.

## **7. WEATHER POSTPONEMENT**

The Race Committee may postpone the race for weather at any time prior to 11 a.m. on the day of the scheduled race start. The Race Committee will broadcast any postponement on VHF Channel 72 and will post a notice at the Lakewood Yacht Club office in the lobby of the main clubhouse. Participants may also call Lakewood Yacht Club at 281-474-2511 for any postponement information.

## 8. CHECK IN AND RADIO COMMUNICATIONS PRIOR TO THE START

**8.1 Check in:** Boats shall check in with Harvest Moon Check-In on VHF Channel 68 when passing Galveston Channel Green #11. Harvest Moon Check-In will begin at 10 a.m. Check in using the boat name and sail number assigned by the Race Committee on the scratch sheet. Stay on VHF Channel 68 until acknowledged by Harvest Moon Check-In. After check-in, proceed to the starting area near the Galveston Pleasure Pier and monitor VHF Channel 72 for the starting sequences.

**8.2 Radio Communications after Check-In:** After check-in, all boats shall monitor VHF Channel 72 until ten minutes after her *start*.

**8.3 Race Tracking Communications:** A Tracking volunteer may attempt to send a text message to a boat whose GPS tracking device is not reporting properly. Competitors should ask a friend on land to monitor their track and text the boat if they notice a problem with the track reporting.

## 9. MOTORING

**9.1 NO MOTORING:** A boat shall not use her motor for propulsion after her preparatory signal until she *finishes* or retires, except as allowed by the *rules*. See, for Example, Sailing Instruction 1.9.

**9.2 Exceptions:** Motoring to render assistance per SI rule 1.09 may result in redress or a time penalty, if reported. Unreported motoring will result in disqualification or further penalty.

**9.3 Notify Race Committee:** As soon as practical, a boat that used her motor to avoid interference with a commercial ship transiting the area shall notify the Race Committee on VHF Channel 72 of the action taken.

## 10. STARTING LINE

**10.1** Weather permitting, the Starting Line will be at the Galveston Pleasure Pier. The starboard end of the line will be marked by an orange flag or banner on Pleasure Pier. The port end of the line will be marked by an anchored Race Committee boat flying an orange flag or by a large yellow tetrahedron.

**10.2** If weather conditions dictate, the start may be moved inside the Galveston jetties. If the starting line is relocated, the Race Committee will notify participants via radio on VHF Channel 72 starting approximately two hours prior to the first published start time. In that event, the Starting Line will be a line between Galveston Channel Green #11 and an orange Race Committee flag.

## 11. STARTING PROCEDURES

**11.1 Starting Group Only:** A boat shall stay at least 400 feet outside the starting area until her warning signal, unless all boats from the preceding start have cleared the starting line.

**11.2 Starting Sequence.** Starts will take place as set out on the schedule below and will be signaled in accordance with R.R.S. 26. In the event of a general recall, all boats in that start will have their Warning Signal five (5) minutes after the last scheduled start. If there is more than one general recall, the starts will be in the order of the recalls. As a courtesy only, the Race Committee may give a ten (10) second countdown on VHF Channel 72 to the raising and lowering of each group's signal flags.

	<b>Preparatory Sound</b>	<b>One Minute Sound</b>	<b>Starting Sound</b>		<b>Group Flag</b>	<b>Class/Divisions</b>
Group Flag <b>UP</b>	Prep Flag <b>UP</b>	Prep Flag <b>DOWN</b>	Group Flag <b>DOWN</b>			
13:55	13:56	13:59	14:00		Green	Cruising without Spinnaker Divisions A, E, F, K, L
14:10	14:11	14:14	14:15		Purple	Cruising without Spinnaker Divisions B, G, H, M
14:25	14:26	14:29	14:30		Blue	Cruising without Spinnaker Divisions C, D, J
14:40	14:41	14:44	14:45		Pink	Cruising Spinnaker, PHRF Spinnaker All Divisions
14:55	14:56	14:59	15:00		Black	ORC Bacardi Fleet All Divisions
15:10	15:11	15:14	15:15		Gold	Multi-hulls All Divisions

## 12. OVER EARLY BOATS

**12.1 Courtesy Notification:** As a courtesy only, the Race Committee may attempt to notify “over early” boats on VHF Channel 72.

**12.2 Exoneration Alternative:** A boat that is over early by not more than one of her boat lengths may take a penalty after clearing the starting line. Her penalty shall be a Two-Turns Penalty. After getting well clear of other boats, a boat takes a Two-Turns Penalty by promptly making two turns in the same direction, including two tacks and two gybes. The penalty turns must be started within 5 minutes of her *start*. A boat should note other boats in a position to observe her penalty turns. As a courtesy only, the Race Committee may attempt to notify eligible boats on VHF Channel 72 that they are “over early, exoneration available.”

**12.3 No Exoneration Available:** A boat more than one boat length over the line at her starting signal shall *restart* in accordance with the *rules*. Any such boat failing to restart shall be penalized by adding one hour to her corrected time.

## 13. LATE STARTS

Five minutes after the last group has *started*, the starting pin will be removed. Any boat that has not yet checked in and *started* may *start* after the starting mark is removed, so long as the boat was entirely on the pre-start side of the starting line at or after her starting signal. She shall notify the Race Committee of her late start via VHF Channel 72. In the event the Race Committee does not respond, she shall contact the Principal Race Officer via telephone or text at **832-993-5933**.

## 14. BOATS WITHDRAWING

A boat withdrawing from the race shall immediately notify Lakewood Yacht Club by telephone or the Race Committee by radio or by text message to the Principal Race Officer at 832-993-5933. Failure to do so will result in

that boat and skipper not being allowed to enter any future Harvest Moon Regatta®. The Lakewood Yacht Club telephone number is 281-474-2511 and is answered 24 hours a day.

## 15. COURSE AND MARKS

15.1 In the event any mark is missing, boats shall use the charted location in lieu of the mark.

15.2 After the start, boats shall sail the following, leaving 1 & 2 to starboard:

1. Past the Freeport outer buoy, designated as **RW “FP” Mo (A) WHIS (28° 52.634’ N, 095° 14.139’ W)**
2. Past the Matagorda outer buoy, designated as **RW “MB” Mo (A) WHIS (28° 22.962’ N, 096° 16.871’ W)**
3. Sail on to the Finish Line described below.

## 16. SAFETY ADVISORY

**ALL BOATS ARE REMINDED TO PAY SPECIAL ATTENTION TO NAVIGATION OF THE TEXAS COAST.**

16.1 **SHOALS MOVE IN AND OUT EACH YEAR, AND MAY BE IN THE COURSE, OR HIGH WINDS OUT OF THE SOUTH MAY CAUSE STRONG CURRENTS TO PUSH A BOAT INTO A SHOAL. BOATS ARE CAUTIONED TO MAINTAIN A SAFE DISTANCE OFF SHORE AND TO MONITOR DEPTH CAREFULLY.**

16.2 **UNLIT RIGS ARE POSSIBLE ALONG THE RACE COURSE AND ALL BOATS SHOULD KEEP A SHARP LOOKOUT.**

16.3 **THE POSITION OF UNLIT RIGS OR ANY OTHER HAZARDS TO NAVIGATION SHOULD BE BROADCAST ON VHF CHANNEL 72 AND ON VHF CHANNEL 16.**

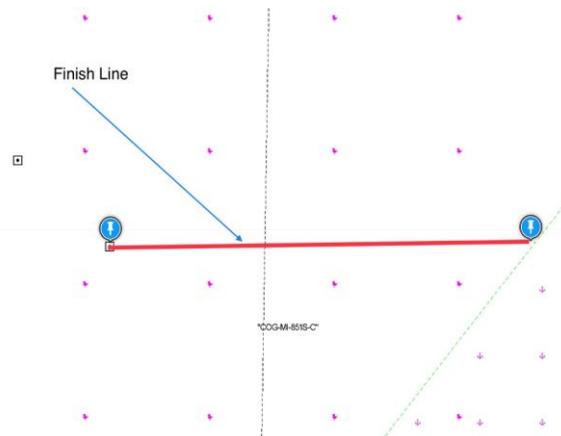
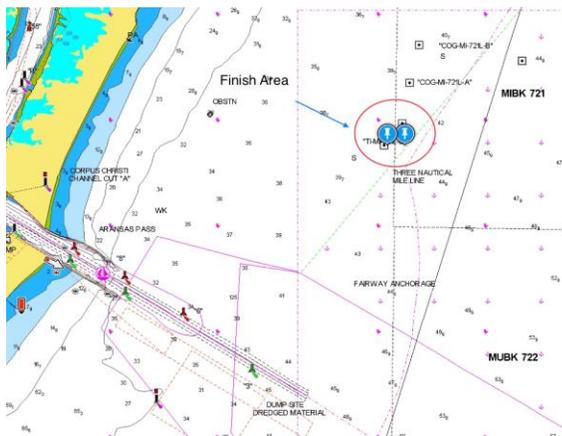
## 17. THE FINISH LINE

The Finish Line will be approximately two and a half (2.5) nautical miles NE of Aransas Pass Lighted Bell Buoy 6, between the following points:

1. The starboard end of the line at (27° 51.153’N 96° 59.008’W), near an offshore platform charted as ‘TI-MI-851S-C; and
2. The port end of the line due East at (27° 51.153’N 96° 58.821’W), near the Western border of the charted anchorage

### Finish Area

### Finish Line (~0.2nm across)



## 18. REPORTING THE FINISH

18.1 **Photo of Position and Time at Finish.** As soon as possible after the boat has crossed the Finish Line, the boat shall:

1. Take a photograph of the boat's GPS or chart plotter display showing both (a) GPS location (latitude and longitude) and (b) the GPS time in local time, including seconds (make sure the data in the photo is legible) in a single photograph; and
2. Within one hour of finishing, send the following information:
  - a. Sail Number
  - b. Boat Name
  - c. the photograph described aboveto [hmrfinish@lakewoodyachtclub.com](mailto:hmrfinish@lakewoodyachtclub.com) via SMS text message or via email.

It is the boat's responsibility to ensure the photograph is clear and delivered. If this information is needed but not available, the Race Committee may, in its discretion, rely on other available information to estimate the time the boat reached this point.

Examples of acceptable photos:



Courtesy Andy Wescoat



Courtesy John Barnett

18.2 **After *Finishing*.** After sailing through the finish line and taking the photograph as stated above, make sure to leave the finish line clear and then proceed to the Port Aransas Channel. Monitor VHF channels 16 and 12 to ensure the passage is safe.

## 19. RACE FINISH TIME LIMIT

The time limit for the finish of the race is 1:00 PM, Saturday. Boats not *finished* by this time will be scored DNF without a hearing. This change R.R.S. 35, A4 and A5.

## 20. DOCKING AT CITY MARINA – PORT ARANSAS

20.1 **Radio Contact:** After *finishing*, boats are asked to wait until approaching the entrance to City Marina before attempting to contact the Harbor Master. Contact the **City Marina** on VHF Channel 73 (low power) and you will be advised where to go for dockage or rafting.

20.2 **Requirements:** Boats shall have adequate docking lines and fenders on board and readily available when approaching to dock. Slips at City Marina will be assigned according to vessel size. Boats shall comply with all instructions and requests from the Docking Committee throughout the duration of the event. Additional docking information is attached to the back of this document. **Failure to comply with an instruction or request by the City Marina Dock Master, or the Docking Committee will result in a boat being disqualified without a**

**hearing.** This modifies R.R.S. A5 and 63.1. Each boat shall report her docking location, whether in Port Aransas or otherwise, on the Reporting Sheet.

**20.3 Raft up Advisory:** Unattended boats in the raft up may be moved by the Docking Committee. Boats in the City Marina raft up shall be prepared to move by 8 a.m. on Sunday. Some mooring areas may require staying until 8 a.m. on Sunday. Check with the Dock Master.

**20.4 Accounts:** Each boat intending to stay on the water at City Marina shall prepay her docking fees with registration fee or through the Regatta On Line store prior to the day of the Skippers' Meeting. City Marina personnel will accept no fees. Boats arriving at City Marina who have not prepaid, but due to unforeseen circumstance, must leave their boat at City Marina, shall pay their docking fees to the City Marina Office immediately upon docking.

## 21. REPORTING SHEET REQUIRED AT PORT ARANSAS

As soon as possible after finishing, a boat shall turn in her Mandatory Reporting Sheet at the Check-In Table at the Port Aransas Pavilion.

## 22. INSPECTIONS

The Race Committee may inspect a boat any time after her *finish* prior to the awards ceremony. If the boat is not available for inspection, the Race Committee may disqualify the boat without a hearing. This modifies R.R.S. A5 and 63.1. Boats not intending to berth in the vicinity of Port Aransas after the finish shall make prior arrangements with the Principal Race Officer.

## 23. SCORING

**23.1 Course Length:** The course length starting at the Galveston Pleasure Pier is 145 nautical miles.

**23.2 Time-on-Time scoring:** All fleets will be scored using Time on Time scoring. The ORC Bacardi fleet will use single number Coastal / Long Distance scoring.

**23.3 Special trophies:** The **Luna Trophy** will be awarded by Sea Lake Yacht Sales in the Cruising Non-Spinnaker Fleet based on lowest corrected time, to a boat whose skipper and primary crew are women; limited to one male on board as the owner's representative. A Best In Club Trophy will be awarded by TMCA.

**23.4 Manufacturers' Trophies:** Manufacturers' Trophies will be awarded in the cruising fleet based on the fastest corrected time using Time-on-Time scoring for the following manufacturers:

<b>Jeanneau</b> Texas Coast Yachts	<b>Catalina</b> Little Yacht Sales	<b>Beneteau</b> Murray Yacht Sales	<b>Fountaine Pajot</b> Texas Coast Yachts	<b>Lagoon</b> Little Yacht Sales
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## 24. PROTESTS AND PENALTIES

**24.1 Corinthian Principles:** In accordance with the highest Corinthian spirit, competitors are encouraged to resolve their differences on the water.

**24.2 Protest Forms:** Protest forms and Post-Race Penalty forms will be available at the Check-In Table at the City Marina Pavilion. Protests shall be delivered there within the protest time limit.

**24.3 Protest Time Limits:** The protest time limit for a boat protesting another boat is the later of 3 hours after the incident or 3 hours after the protesting boat's *finish*. The time limit does not run during any time when the Check-In Table is unstaffed. The time limit for the Race Committee to protest a boat is the Wednesday following the race at 11:59 p.m. Scoring errors should be reported immediately. If the Race Committee refuses to correct an alleged scoring error, the time limit to request redress based on that decision is three hours after notice is received of the refusal.

**24.4 Notice of Hearings:** Hearing times will be posted on the Official Notice Board. It is each boat's obligation to check the Notice Board and to provide accurate contact information on the Reporting Sheet. As a courtesy only, the Protest Committee will attempt to notify any protested boat of the hearing time on the local contact phone number provided on the Mandatory Reporting Sheet.

**24.6 Alternative Penalty:** As described in Appendix V2, boats may accept a scoring penalty in place of a hearing for any infraction not involving injury or serious damage.

**24.7 Violations of the SER:** The SER are adopted for your safety and for the safety of your crew. If upon inspection by the Race Committee it appears that the boat is in violation of the SER, a boat may avoid a protest hearing by accepting a 40% scoring penalty.

**24.8 Violations of the mandatory Tracking requirement:** The Race Committee may, without a hearing, assess a penalty of one finishing position within the division for a boat's failure to comply with the requirement; any boat so penalized is not eligible for a manufacturer's trophy. This modifies R.R.S. A5 and 63.1. A hearing is required if the Race Committee seeks full disqualification of a boat for tracking noncompliance.

## **25. DISCLAIMER OF LIABILITY**

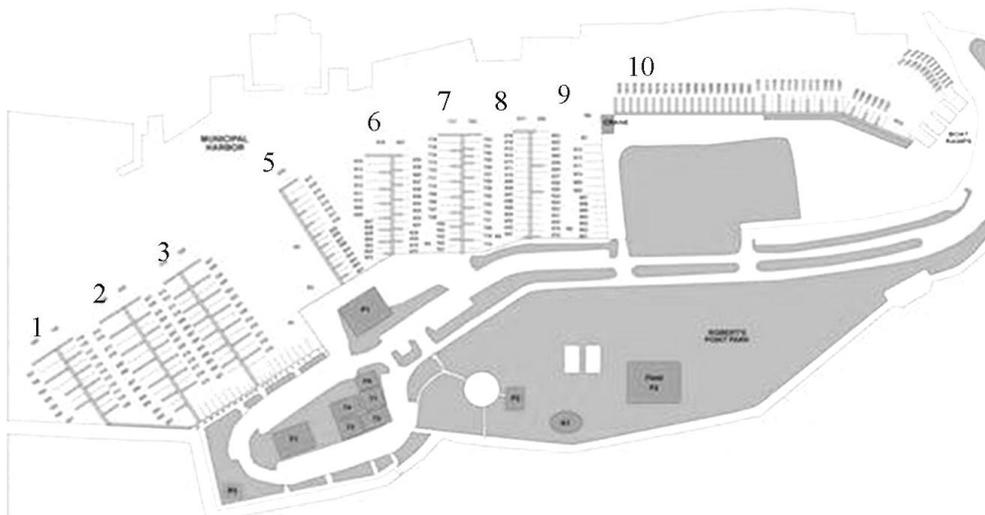
**Competitors participate in the Harvest Moon Regatta® entirely at their own risk. See R.R.S. 4: Decision to Race. The Organizing Authority will not accept any liability for the material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.**

## CITY MARINA DOCKING INSTRUCTIONS

1. Docking at City Marina is assigned on a first come first served basis. If you are a multihull headed for your trailer at the marina ramp, please advise the harbormaster.

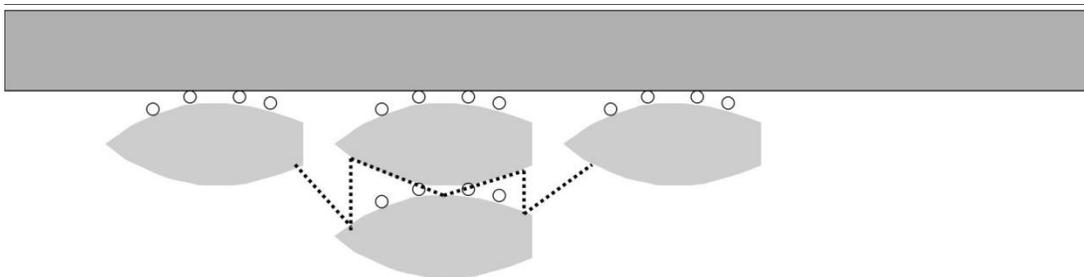
2. The City Marina Harbormaster will be located near the entrance to the marina. Boats approaching City Marina for mooring should wait until approximately 100 yards from the Marina entrance and then hail the Harbor Master on Channel 73 for dock and slip assignment.

3. Boats staying at the City Marina may be required to raft up against other boats. Skippers should ensure that their boats have at a minimum of six lines, including a bow, stern, and two spring lines of appropriate size for their vessel. In addition, a minimum of two sturdy fenders will be necessary to protect you boat from the vessel moored inboard.



4. Boats in a large raft up may be asked to deploy their anchors to stabilize the fleet. Docking personnel will provide assistance including setting the anchors with dinghies as necessary.

5. Boats in the raft may not be able to depart until Sunday morning and should be ready to leave by 8 AM on Sunday.



**MANDATORY REPORTING SHEET**  
**TURN THIS IN TO THE CHECK-IN TABLE AT THE PORT ARANSAS PAVILION**

BOAT \_\_\_\_\_ SAIL NUMBER \_\_\_\_\_ FINISH TIME \_\_\_\_\_

LOCAL CONTACT PHONE NUMBER \_\_\_\_\_

DOCKING LOCATION \_\_\_\_\_

**PICK ONE:**

- I certify that my boat completed the race and we did not use the motor for propulsion and we did not use an autopilot.
- I withdrew from the race prior to finishing.
- I used my motor in an emergency, but not otherwise. (Please explain on the other side of this form.)

Check all statements that apply:

- I am aware of the Harvest Moon Regatta® **Sailors for the Sea** Clean Boat Campaign.
- I received re-usable water glasses that were provided in the Skipper's bag.
- I provided a drinking water source on board my boat so that crew could use refillable water containers.
- My crew used re-usable water containers
- I registered on-line for the race and had my crew fill out their waivers on line.
- We consciously tried to reduce the amount of paper/plastic used in planning the trip and during the trip.
- During the regatta, we did not discard trash overboard, and after the regatta we will utilize trash recycle bins provided by Lakewood and the Port Aransas Marina.
- I used a biodegradable cleaner to clean my boat.
- I did not improperly discharge our holding tank

Printed Name \_\_\_\_\_

Signed \_\_\_\_\_