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# LAKEWOOD



# YACHT CLUB

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## Harvest Moon Regatta®

Organizing Authority: Bay Access Sailing Foundation

Thursday, Oct. 17 - Sunday, October 20, 2024

### Sailing Instructions

The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

#### 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 (SIs).
- b. 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.
- c. The rules outlined in the Notice of Race.

1.2 **Group Flags:** In the skipper's package, every boat will be provided with a group color flag. Beginning no later than check-in on the day of the scheduled race (*see* SI 3.2.1), each boat shall fly her group color flag (*see* SI 5.2) from either the backstay or a starboard shroud until she *finishes* or retires from the race.

1.3 **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 shall not be included on the sign. The sign shall be displayed above deck on the bow on the starboard side at check-in and at the start of the race.

1.4 **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:

- a. keep a safe distance between your boat and any ship;
- b. be aware that a slow-moving sailboat can be drawn toward a ship by the ship's wake;
- c. 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;
- d. 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;
- e. Before and after *racing* in or near a ship channel, and in particular the jetties at Galveston and Port Aransas, be especially careful to assign a good lookout; and
- f. be prepared to drop or furl sails.

1.5 **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. Take care to avoid inadvertently keyed microphones. The SER may have additional requirements.

**1.6 Monitor Channel 16:** All boats shall monitor the International Hailing Channel - VHF Channel 16, at all times, on the house radio (25W or more) at a volume sufficient that crew can hear if the boat is being hailed. This is especially important when transiting in or near the Houston Ship Channel (HSC) and when making the passage to Port Aransas and encountering other vessels. HSC Pilots monitor channel 12 (below Baytown) and the Port Aransas Pilots also monitor VHF Channel 12. Commercial Pilots in the HSC may also communicate on channel 13.

**1.7 Interfering With Commercial Traffic:** A boat is subject to disqualification if the Race Committee receives a report that the boat interfered with commercial traffic while transiting to the race area, while *racing*, or while transiting to her mooring after *finishing*. **ANY BOAT AND SKIPPER SO DISQUALIFIED WILL NOT BE ALLOWED TO ENTER ANY FUTURE HARVEST MOON REGATTA® or LAKEWOOD YACHT CLUB EVENT.**

**1.8 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(g), 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 to avoid interfering with commercial traffic. A boat may use her engine to avoid interfering with any commercial traffic. 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.

**1.9 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.

**1.10 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.

**1.11 Agreement to Raft up:** A boat participating in the Harvest Moon Regatta® and docking at the City Marina in Port Aransas shall raft up or med-moor alongside 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. See Attachment 1.

**1.12 Class Rules Which Apply to the Cruising Fleets, including Multihull C:**

- 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. The intent of the Classic 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.

**1.13 Mandatory Tracking:** [NP] [DP] Race tracking utilizing YB Tracking devices is mandatory. YB Tracking device rental is included in the registration fee for the race, and can be available for the return trip for a fee of approximately \$40. Rental devices must be turned in at the Check-in Table in Port Aransas pavilion (or at the LYC courtesy gate no later than 4:00 PM on October 24, 2024, if using the device for the return trip). Trackers will be distributed at the Skippers Meeting at Lakewood Yacht Club. A credit card number will be required as a deposit for the Tracker; there is a charge of approximately \$920 by YB Tracking for any Tracker that is lost, damaged, or not timely returned.

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 YB 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® tracking website at regular intervals to be sure the track is working properly and the boat is progressing toward the finish line. If the assigned land-based person identifies a potential concern, the person should contact John Morse at [trackhmr@gmail.com](mailto:trackhmr@gmail.com) or 713-408-1398.

## 2. CHANGES TO SAILING INSTRUCTIONS

**2.1 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.

**2.2 Oral Changes On the Water:** Any oral changes to these Sailing Instructions will be communicated on the water on VHF Channel 72 by the Principal Race Officer. See RRS 90.2(c).

## 3. COMMUNICATIONS WITH COMPETITORS

**3.1** Notices to competitors will be posted on the Official Notice Board located online at: [https://www.regattanetwork.com/clubmgmt/applet\\_notice\\_board.php?regatta\\_id=28161](https://www.regattanetwork.com/clubmgmt/applet_notice_board.php?regatta_id=28161)

**3.2** On the water, the race committee intends to monitor and communicate with competitors via VHF radio as described in this SI.

**3.2.1 Check in:** Boats shall check in with Harvest Moon Check-In on VHF Channel 68 **before** passing Galveston Channel Green #11. Harvest Moon Check-In will begin at 10 a.m. Check in by stating the boat name, sail number and number of persons on board. Stay on VHF Channel 68 and remain in the vicinity of marker #11 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.

**3.2.2 Radio Communications after Check-In:** After check-in is complete and acknowledged, all boats shall monitor VHF Channel 72 until at least ten minutes after her *start*.

**3.2.3 Radio Monitoring.** All boats shall monitor the appropriate VHF channels at all times from leaving her mooring until she is securely moored after the race. These include channel 16 at all times, and the VHF channels for the appropriate Vessel Traffic Control systems while in or near the Houston Ship Channel, the ICW and the Port Aransas Ship Channel.

**3.3 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 communicate with the boat if they notice a problem with the track reporting.

**3.4 AIS Transponder:** [NP] All boats should ensure that their AIS transponder is turned on and transmitting before approaching the check-in area. The AIS transponder shall remain on until the boat has finished or retired and safely moored.

**3.5 Voice or Data Transmission.** [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available at no cost to all boats. For example, this instruction prohibits customized weather forecasts or reports provided to a specific boat while racing.

#### 4 SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed on the [Official Notice Board](#).

4.2 When flag AP is displayed ashore, ‘1 minute’ is replaced with ‘not less than 120 minutes’ in Race Signals AP.

4.3 The Race Committee may postpone or abandon for any reason including weather at any time. The Race Committee will post a notice on the official notice board and 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. If the decision is made on the day of the race, the Race Committee will also attempt to broadcast any postponement or abandonment on [VHF Channel 72](#).

#### 5 SCHEDULE OF RACES and CLASS FLAGS

**5.1 Class Flags.** The Class flags are as described in the table below.

**5.2 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 verbal countdowns on [VHF Channel 72](#) to the raising and lowering of each group’s signal flags.

	Preparatory Sound	One Minute Sound	Starting Sound	Group Flag	Class/Divisions
Group Flag UP	Prep Flag UP	Prep Flag DOWN	Group Flag DOWN		
13:55	13:56	13:59	14:00	Green	Cruising Non-Spinnaker Classic Canvas, Cutter, Ketch
14:10	14:11	14:14	14:15	Purple	Cruising Non-Spinnaker, Cruising Spinnaker
14:25	14:26	14:29	14:30	Black	ORC Bacardi Fleet
14:40	14:41	14:44	14:45	Gold	Multihulls

## 6. RACING AREA

6.1 The racing area is in the Gulf of Mexico, following the coast of Texas between the Galveston Jetties and the Aransas Pass entrance light.

## 7. COURSE

7.1 The course is 147 nautical miles, described as follows:

1. Start between the Starboard and Port Ends of the Start Line;
2. Sail past the Freeport outer buoy, designated on charts as **RW “FP” Mo (A) WHIS**, leaving it to **starboard**;
3. Sail past the Matagorda outer buoy, designated on charts as **RW “MB” Mo (A) WHIS**, leaving it to **starboard**;
4. Sail between the Starboard and Port Ends of the Finish Line.

## 8 MARKS

8.1 Marks are described as follows and located approximately at the position shown; except that the Finish Line starboard and port ends are located at the position shown:

Name	Description	Latitude N	Longitude W
Start Line Stbd end	E end of Pleasure Pier	29° 17.104'	94° 47.358'
Start Line Port end	Inflated Orange or Yellow Buoy	29° 16.894'	94° 47.055'
Freeport outer buoy	Lighted Buoy ATON	28° 52.497'	095° 14.025'
Matagorda Ship Channel Entrance buoy	Lighted Buoy ATON	28° 22.962'	096° 16.871'
Finish Line Stbd end	Virtual – no physical mark	27° 50.000'	97° 1.000'
Finish Line Port end	Virtual – no physical mark	27° 50.000'	97° 0.000'

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

## 9 The Start

9.1 Races will be started using RRS 26 with the warning signal made five (5) minutes before the starting signal. See also Sailing Instruction 5, above.

9.2 Weather permitting, the starting line is between:

- a. On the starboard end, a staff displaying an orange flag or the course side of a large orange banner, in either case displayed from the end of Pleasure Pier; and
- b. On the port end, the course side of a large inflated orange or yellow buoy.

9.2.1 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 before the first published start time. In that event, the Starting Line will be a line between Galveston Channel Green #11 on the port side and an orange Race Committee flag ashore to starboard.

9.3 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races. Boats 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.

9.4 If any part of a boat's hull is on the course side of the starting line at her starting signal ("over early") and she is identified, the race committee will attempt to hail her sail number on VHF Channel 72. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a request for redress. This changes RRS 62.1(a).

**9.4.1 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." Failure to so notify a boat, failure of her to hear such a notification, or the order in which boats are notified will not be grounds for a request for redress. This changes RRS 62.1(a).

**9.4.2 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.

## 9.5. Late Starts

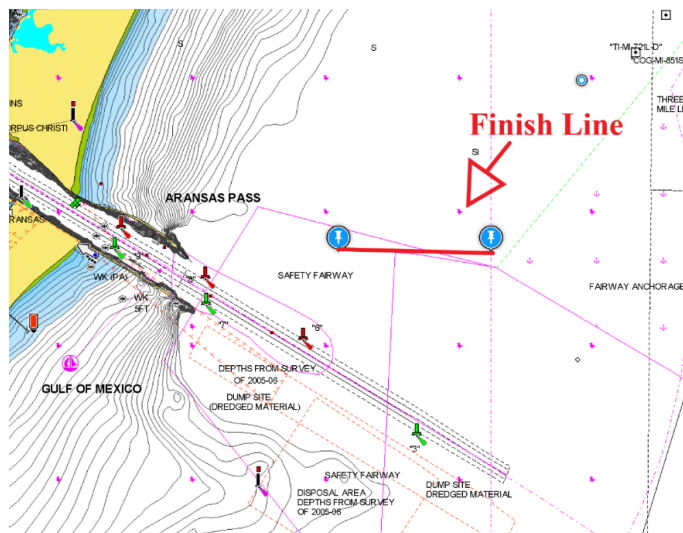
Five minutes after the last group has *started*, the starting pin will be removed. Any boat that has not yet checked in or *started* may *start* after the starting mark is removed, so long as the boat was entirely on the pre-start side of the starting line at or after her starting signal. She shall notify 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**.

## 10 The Finish

10.1 The Finish Line is a virtual line segment located approximately 0.8 nautical miles NE of Aransas Pass Lighted Bell Buoy 6. The Finish Line is approximately 0.9 nm long, running West to East between the following points:

- The starboard end of the line at (27° 50.000'N 97° 1.000'W); and
- The port end of the line due East at (27° 50.000'N 97° 0.000'W).

## Finish Line



**10.1.1 IMPORTANT INFORMATIONAL NOTE:** [NP][DP] The YB system uses a geo-fenced area, rather than the finish line, to identify a “finish time.” This geofence extends south of the finishing marks, in a triangular pattern. Therefore, it is possible that a boat could sail into the geofence from the East or West, without actually sailing through the finish line in the correct direction (South to North). Receiving a notification from the YB online tracker that the boat has received a finishing time does not necessarily mean the boat has *finished*.

## 10.2 Recording the Finish

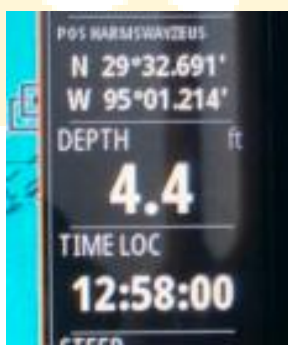
**10.2.1 Photo of Position and Time at Finish.** The Race Committee intends to use YB tracking to verify boats have finished and for the finish time. However, in the event YB data is unavailable or disputed, the Race Committee may need to use other evidence of finishing and the time of finish. Therefore, as soon as possible after the boat has crossed the Finish Line, the boat should:

- 10.2.1.1. 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
- 10.2.1.2. Retain the photograph and, only if and when requested, provide a copy to the Race Committee.

It is the boat’s responsibility to ensure the photograph is clear and retained. If this information is needed but not available, the Race Committee may, in its discretion, rely on other available information to estimate whether the boat finished and the time the boat finished. Examples of recommended photos:



Courtesy Andy Wescoat



Courtesy John Barnett

10.3 **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.

## 11. TIME LIMITS

The time limit for the finish of the race is 1:00 PM, Saturday. Boats not *finished* by this time will be scored DNF. This changes R.R.S. 35, A4 and A5.

## 12. HEARING REQUESTS

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

**12.2 Time Limits:** The protest time limit for a boat protesting another boat is 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 to the Principal Race Officer as soon as they are noticed, but in no event more than 2 hours after the score is posted. If the Race Committee declines to correct a suggested scoring error, the time limit to request redress based on that decision is one hour after notice of the refusal is delivered.

**12.3 Protest Forms:** Boats wishing to protest are encouraged to utilize the US Sailing App and submit by email at [protest@lakewoodyachtclub.com](mailto:protest@lakewoodyachtclub.com) and write "Protest" in the subject line. For those wishing to file protests on paper, protest forms and Post-Race Penalty forms will be available at the Check-In Table at the City Marina Pavilion. Protests shall be delivered by email or to the Check-In Table within the protest time limit.

**12.4 Notification of Intent to Protest:** In addition to the requirements of RRS 61.1(a), a boat intending to protest another boat or to request redress shall notify the race committee as soon as possible by noting this intent at the Check-In Table. This changes RRS 61.

**12.4 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.

**12.5 Alternative Penalty:** As described in Appendix T1, boats may accept a scoring penalty in place of a hearing for any infraction not involving injury or serious damage, as long as they comply with T1 before the beginning of a protest hearing.

## 13. SCORING

13.1 One race is required to be completed to constitute a series.

**13.2 Handicap scoring:** All fleets except multihulls will be scored using Time on Time scoring.

13.2.1 The ORC Bacardi fleet will likely use the single number ORC **Harvest Moon Regatta Time-On-Time** scoring; however, the Race Committee will have discretion to apply any custom scoring TOT option for United States of America that may be more appropriate based on anticipated conditions on the course.



13.2.2 The anticipated Time-on-Time correction factors (for PHRF fleets) and the ORC scoring option will be announced before the start. The decision on the final scoring method and scoring parameters used for a race will be at the sole discretion of the Race Committee. This includes the length of the course, directions of the legs and the wind details such as forecast strength and direction. These will not be grounds for a request for redress. This changes RRS 60.1(b).

13.2.3 Multihulls will be scored Time on Distance (TOD). The course length is 147nm.

## 14 SAFETY REGULATIONS (see also Sailing Instructions 1.4, 3.2.1)

### 14.1. SAFETY ADVISORY

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

**14.1.1 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.**

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

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

### 14.2 BOATS RETIRING (WITHDRAWING)

[DP] A boat retiring (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 may 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.

### 14.3. MOTORING [DP]

**14.3.1 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 1.8.

**14.3.2 Exceptions:** Motoring to render assistance per SI 1.8 may result in redress, if reported. Failure to report motoring may result in disqualification or further penalty.

**14.3.3 Notify Race Committee:** As soon as practical, a boat that used her motor for any reason shall notify the Race Committee on VHF Channel 72 of the action taken. After finishing, the boat must also report to the race committee on the Mandatory Reporting Sheet (1) the times the motor was engaged and disengaged, (2) the reason for the same, and (3) the position when the motor was engaged and the position when it was disengaged.

## 14.4 SAFETY INSPECTIONS

[NP] [DP] The Race Committee may inspect a boat any time (a) after the skippers' meeting and before the day of the race; and (b) after her *finish* prior to the awards ceremony. If the boat is not available for inspection, the boat may be subject to disqualification. Pre-race inspection may be performed virtually, by request that the boat provide video evidence that it meets particular SERs. Boats not intending to berth in the vicinity of Galveston or Galveston Bay before the race, or in Port Aransas after the finish, shall make prior arrangements with the Principal Race Officer.

## 15. PRIZES

15.1 Prizes will be awarded to the first four places in each division with at least eight boats.

### 15.2 Special trophies:

15.2.1 **The Bacardi Cup** will be awarded to the first place ORC boat in the Racing Fleet.

15.2.2 **The Cameron Cannon** will be awarded to the first place boat in the Cruising Non Spinnaker Fleet.

15.2.3 **The John Broderick Memorial Trophy** will be awarded to the first place boat in the Cruising Spinnaker Fleet.

15.2.4 **The Ed Bailey Memorial Trophy** will be awarded to the first-place boat in the Multihull fleet.

15.2.5 The **Bill Hall Memorial Trophy** will be awarded to the first monohull to sail the course and finish the race.

15.2.6 The **Mayor's Trophy** will be awarded to the first multihull to sail the course and finish the race.

15.2.7 The **Luna Trophy** will be awarded by Sea Lake Yacht Sales in any PHRF monohull class 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.

15.2.8 **TMCA** - a Best In Club Trophy will be awarded by TMCA.

15.2.9 **Manufacturers' Trophies:** Manufacturers' Trophies will be awarded for the following manufacturers. The awards will be based on the fastest corrected time using PHRF Time-on-Time scoring except J/Boats, which will be based on ORC Time-on-Time scoring. For purposes of the Perpetual Trophies and Manufacturers' Trophies, PHRF time-on-time correction factor will be the same for all eligible boats (which may be different than the TOT correction factor announced at the start for each class).

Jeanneau	Catalina	Beneteau	J/Boats -- ORC
Little Yacht Sales	Little Yacht Sales	Murray Yacht Sales	J/Boats Southwest

## 16 RISK STATEMENT

16.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

**Competitors participate in the Harvest Moon Regatta® entirely at their own risk. 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.**

## 17. DOCKING AT CITY MARINA – PORT ARANSAS

**17.1 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.

**17.2 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 provided as Attachment 1. **Failure to comply with an instruction or request by the City Marina Dock Master or the Docking Committee may result in a boat being disqualified.** Each boat shall report her docking location, whether in Port Aransas or otherwise, on the Reporting Sheet.

**17.3 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.

**17.4 Accounts:** Each boat intending to stay on the water at City Marina shall prepay her docking fees with registration fee or through registration prior to the day of the Skippers' Meeting. 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.

## 18. 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. The Mandatory Reporting Sheet will only be accepted along with the YB Tracking device unless the return trip option has been previously arranged. The Mandatory Reporting Sheet is included below as Attachment 2.

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## ATTACHMENT 1 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.

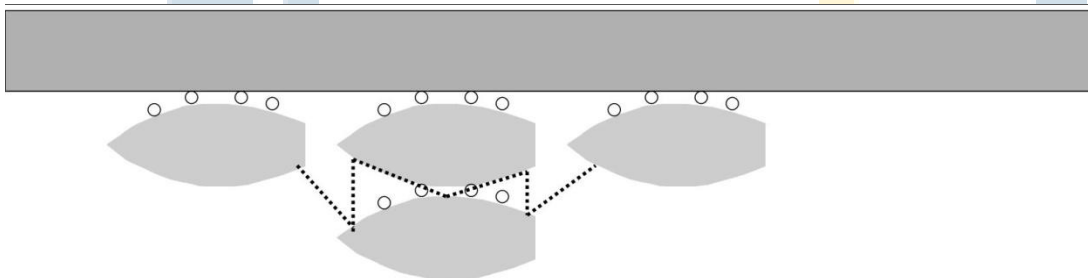
2. The City Marina Harbormaster will be located near the entrance to the marina. Boats approaching City Marina for mooring should wait until approximately 100 yards from the Marina entrance and then hail the Harbor Master on Channel 73 for dock and slip assignment.

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.





# 2024 Harvest Moon Regatta® Sponsors

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*Parkway*

FAMILY



**ENCORE**  
DREDGING PARTNERS



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MARINA BAY HARBOR  
MARINA



**BAY ACCESS**  
SAILING FOUNDATION

**ATTACHMENT 2**  
**MANDATORY REPORTING SHEET**

**TURN IN THIS FORM and your YB Tracker 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** \_\_\_\_\_