



proudly presents the

26th Annual Lakewood Yacht Club

HARVEST MOON REGATTA®

and



With sincere appreciation to our generous race sponsors:



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26th Annual Lakewood Yacht Club

HARVEST MOON REGATTA®

Thursday, October 25th through Saturday, October 27th, 2012

SAILING INSTRUCTIONS

Bay Access is the organizing authority.

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 U. S. Edition 2012 - 2013 *ISAF Offshore Special Regulations Governing Offshore Racing for Monohulls & Multihulls including US SAILING prescriptions* for Category 3 (“ISAF Special Regulations”), except as modified by section 3.4 of the Notice of Race and by these Sailing Instructions; failure to meet a Category 3 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 Category 3 requirements 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 Performance Handicap Racing Fleet of Galveston Bay (“PHRF”) for Monohulls competing for the Bacardi Cup and for boats in the PHRF division of the Cruising without Spinnaker Fleet
 - e. the rules of the Texas Offshore Multihull Association (“TOMA”) for Multihulls
- All boats are subject to random inspection for compliance with the rules upon finishing

1.2 Modifications to ISAF Special Regulations:

- a. **Lifelines:** Paragraph 3.14.6(c) is 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 insure that any coated lifelines have been tested prior to racing, as evidence of corrosion is not always visible.
- b. **Flares:** Paragraph 4.23.1 is 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. **Special Requirements for Pulpits, Stanchions, 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 crew member – 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 crew members 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.

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 insure 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 insure 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.

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. Upon receiving a report, the Race Committee may request redress on behalf of the boat(s) involved.

1.10 Motoring in the Jetties to Maintain Steerage: Once inside the Port Aransas Jetties, a Cruising Fleet boat, or a Cruising Multihull may engage her motor for propulsion to maintain steerage toward the Finish Line, but shall inform the Race Committee via channel 72 upon engaging her motor, and shall note motoring on the Mandatory Reporting Sheet. A 30 minute penalty will be added to such boat's corrected time as a Motoring Penalty. Such boat while motoring to maintain steerage shall not exceed one knot speed over ground. This modifies R.R.S. 42.

1.11 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 on the grounds that her score was made worse through her own fault as a result of losing a crew member overboard.

1.12 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.

1.13 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.

1.14 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.
- 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

1.15 Mandatory Tracking: Each boat shall maintain a SPOT device in track mode through the duration of the race; failure to meet the SPOT requirement is not subject to protest by another boat.

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 home port.

3. ENTRY REQUIREMENTS

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

4. OFFICIAL NOTICE BOARD

Until the start, the Official Notice Board will be online at:

https://www.regattanetwork.com/clubmgmt/applet_notice_board.php?regatta_id=5719

After the start, the Official Notice Board will be in the City Marina Pavilion in Port Aransas, Texas. This modifies the Notice of Race.

5. CHANGES TO SAILING INSTRUCTIONS

5.1 Written Changes: Written changes to these Sailing Instructions will be posted on the Official Notice Board and will be made available on the Harvest Moon Regatta[®] bulletin board at the Lakewood Yacht Club office in the lobby of the main clubhouse. 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

6.1 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 on line Scratch Sheet no later than 6 p.m. the day prior to the race start.

6.2 Spinnaker or Without Spinnaker fleet selection may be changed after the date of the Skippers' Meeting only upon payment of a charitable donation to the Organizing Authority, Bay Access. The donation amount varies as the date of the race gets closer: Saturday \$62.50; Sunday, \$125; Monday, \$250; Tuesday, \$500; Wednesday, \$1000.

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 the Race Committee on VHF Channel 68 when passing Galveston Channel Green #11. The Race Committee will start taking check-ins 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 the Race Committee, then switch to VHF Channel 72 for the start. Proceed to the starting area near the Galveston Pleasure Pier.

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

8.3 Race Tracking Communications: A Tracking volunteer may attempt to send a text message to a boat whose SPOT 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.

8.4 Other Communications: Except as required or limited by the *rules*, communication between boats during the event may be tailored to your situation.

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*.

9.2 Exceptions: According to R.R.S. 1.1, a boat is required to give all possible help to any person or vessel in danger, and R.R.S. 42.3(f) allows a boat to use her motor to help a person or another vessel in danger. 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.

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 orange tetrahedron.

10.2 If weather conditions dictate, the start may be moved inside the Galveston jetties. The Race Committee will notify participants via radio on VHF Channel 72 starting approximately two hours prior to the first

published start time, should the Starting Line be relocated. 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 and will be signaled as set out on the schedule below in accord 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.

	Preparatory Gun	One-Minute Horn	Starting Gun		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 without Spinnaker Divisions A thru F
14:05	14:06	14:09	14:10		Purple	Cruising without Spinnaker Divisions G thru M
14:15	14:16	14:19	14:20		Blue	Cruising without Spinnaker Divisions N thru T
14:25	14:26	14:29	14:30		Pink	Cruising Spinnaker All Divisions
14:35	14:36	14:39	14:40		Black	PHRF Spinnaker
14:45	14:46	14:49	14:50		Gold	Multi-hulls

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.

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 Principle Race Officer via telephone at 832-457-5154.

14. BOATS WITHDRAWING

A boat withdrawing from the race shall immediately notify Lakewood Yacht Club by telephone or the Race Committee by radio. 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 past the Freeport outer buoy, designated as **RW “FP” Mo (A) WHIS or, if missing, a waypoint located at 28° 52.634’ N, 095° 14.139’ W**, then past the Matagorda outer buoy, designated as **RW “MB” Mo (A) WHIS or, if missing, a waypoint located at 28° 22.962’ N, 096° 16.871’ W**, and then past the Aransas Pass Ship Channel Buoy, designated as **R “6” Fl R 4s BELL, or if missing, a waypoint located at 27° 49.513N, 97° 01.223W** and then sail between the jetties and on to the Finish Line describe below. All marks shall be left to starboard.

16. MARK ROUNDING REPORTING REQUIREMENTS

16.1 Freeport Mark Passage: Competitors participating in race tracking may use race tracking in lieu of this reporting requirement, but must assure themselves that their SPOT tracking device is in track mode and is properly reporting. If in doubt, follow this procedure: when the bearing to the Freeport outer buoy, or its charted location, reads 270° from the boat's helm, a boat shall hail, on VHF Channel 72, identifying the boat by name, sail number, hull color, and distance from the Freeport outer buoy; the Race Committee will not acknowledge the hail; attempt to establish contact with a nearby competitor; note the GPS time of the mark passage and the identity of any competitor contacted on the Mandatory Reporting Sheet found in the back of these Sailing Instructions. If a boat fails to meet this requirement and fails to meet the mandatory SPOT tracking requirement, there will be a presumption of unfair sailing.

16.2 Aransas Pass Channel Buoy passage: When within 1000 feet of the Aransas Pass Ship Channel Buoy, a boat shall hail, on VHF Channel 72, identifying the boat by name, sail number, hull color, and location relative to the Aransas Pass Ship Channel Buoy. The Race Committee is not required to acknowledge the hail. The purpose of this hail is so that the Race Committee is aware of the identity of boats that are in the Aransas Pass Ship Channel.

16.3 Penalty for Failure to Comply with Sailing Instruction 16.1 or 16.2 or 22: If a boat fails to comply with any of the requirements of Sailing Instruction 16.1 or 16.2 or fails to turn in the Mandatory Reporting Sheet as required by Sailing Instruction 22, and there is reasonable doubt that the boat competed in compliance with the *rules*, including but not limited to R.R.S. 42 Propulsion and R.R.S. 2 Fair Sailing, it shall be presumed that she did not. The presumption raised by this onus rule may only be rebutted by compelling evidence such as eye witness testimony from a disinterested party, voluntary participation in shared SPOT on line tracking, or by a chart plotter track where appropriate.

17. SAFETY ADVISORY

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

17.1 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.

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

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

18. THE FINISH LINE

The Finish Line will be approximately one (1) nautical mile inside the Port Aransas jetty entrance, in the vicinity of the intersection of the boat's course and a line between the Corpus Christi Channel Cut A East High



Range Mark Iso 6s 78 ft located at 27° 50.789'N, 97° 02.742'W and an orange vertical banner hanging near the Race Committee Room located on the second floor of the second building of the Channel View Condominiums located at 27° 50.366'N, 97° 3.223'W. Your finish position will be approximately 27° 50.453'N, 97° 3.108'W.

19. RACE FINISH TIME LIMIT

The time limit for the finish of the race is 1 PM, Saturday, October 27. Boats not *finished* by this time will be scored DNF.

20. COMMUNICATIONS AT THE FINISH

20.1 All Boats: Upon entering the Port Aransas Jetties, a boat shall broadcast her name and sail number or assigned competitor number on VHF Channel 72 to alert the Race Committee of the approaching boat's identity. The Race Committee may acknowledge the broadcast, but it is not required to do so, because the Race Committee may be in the process of recording other finishes and may be unable to communicate with approaching boats. After the boat crosses the official finish line, the Race Committee will hail the boat on VHF Channel 72 to acknowledge that the boat has finished. A boat shall note on the Reporting Sheet its approximate finish time. **Please Note:** The Race Committee will acknowledge the boat's *finish* but will not broadcast *finish*

times, so please do not ask them, and please keep VHF Channel 72 clear except for communications mandated by these rules or by safety considerations.

20.2 Boats with Assigned Competitor Numbers: Any boat whose sails are not marked in accordance with Appendix G of the R.R.S. shall display her Competitor Number Sign on the port side of the boat as she approaches the finish line until her finish is acknowledged, so the Race Committee may properly identify the boat. This modifies Appendix G. In addition, such boat *finishing* at night shall illuminate her Competitor Number Sign.

21. DOCKING AT CITY MARINA AND ISLAND MOORINGS – PORT ARANSAS

21.1 Radio Contact: After *finishing* in Port Aransas, 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) or **Island Moorings** on Channel 68 or by telephone number (361) 749-4100 and you will be advised where to go for dockage or rafting. Harbor diagrams were provided in your Harvest Moon Regatta® skipper's bag.

21.2 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 Chairman, Paul Dunphey, or HMR Vice-Chair, Don Mitchell, 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.

21.3 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.

21.4 Accounts: Each boat should settle her account with City Marina or Island Moorings between the hours of 9 a.m. and 4 p.m. on Saturday. Payment at City Marina may be made by cash, credit card or check. Any owner or skipper whose boat fails to settle her account will not be allowed to enter any future Harvest Moon Regatta®.

22. 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.

23. 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 should make prior arrangements with the Principal Race Officer.

24. SCORING

24.1 Course Length: The official course length starting at the Galveston Pleasure Pier is 150 nautical miles.

24.2 Time-on-Distance scoring: All fleets will be scored using Time on Distance scoring.

24.3 Special trophies: The Luna Trophy will be awarded 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 trophy in honor of Judy Robinson will be awarded to the boat or virtual boat that raises the most money via paid pledges to the JLR Foundation in support of Ovarian Cancer Awareness by 2pm October 27th, 2012. Unpaid pledges will not be counted in determining the trophy winner, but later paid pledges will be used in qualifying for other Sail-a-thon incentives.

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

Beneteau

Sea Lake Yacht Sales

Island Packet

Gulf Coast Island Packet Association

Pacific Seacraft

Sea Lake Yacht Sales

Hunter

Nautic Yacht Sales

Catalina

Kent Little Yacht Sales

Jeanneau Cruising without Spinnaker

Texas Coast Yachts

Lagoon

Sea Lake Yacht Sales

25. PROTESTS AND PENALTIES

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

25.2 Protest Forms: Protest forms are available at the Check-In Table at the City Marina Pavilion. Protests shall be delivered there within the protest time limit.

25.3 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 unmanned. 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.

25.4 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 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.

25.5 Arbitration: At the discretion of the Protest Committee Chairperson, arbitration may be offered to resolve a protest involving only two boats where no injury or damage is alleged. A 40% scoring penalty may be used if a protested, or protesting boat, accepts the arbitrator's determination that the boat broke a rule which would otherwise result in disqualification. This modifies R.R.S. 63.1.

25.5 Alternative Penalty: The Protest Committee shall assign a penalty other than disqualification if it determines that a breach of a rule was not a result of a conscious disregard for the rules, and the breach

did not cause damage or injury. The Protest Committee shall craft an appropriate penalty, and may decide that no penalty is necessary.

25.6 Violations of the ISAF Special Regulations: The ISAF Special Regulations 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 ISAF Special Regulations, a boat may avoid a protest hearing by accepting a 40% scoring penalty.

25.6 Violations of the SPOT mandatory Tracking requirement: Tracking is required to assist the Race Committee. 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. This modifies R.R.S. A5 and 63.1.

26. 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.

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

YACHT NAME _____ **SAIL NUMBER** _____

FREEPORT OUTER BUOY
(Optional if SPOT is functioning properly)

Rounding Time (use GPS time) _____

Yacht Contacted _____

Yacht Seen _____

FINISH TIME _____

LOCAL CONTACT PHONE NUMBER _____

DOCKING LOCATION OF YOUR YACHT AFTER FINISHING

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 certify that my boat completed the race; we used our motor for propulsion inside the jetties due to adverse current, but at no other time; we did not exceed 1 knot speed over ground while motoring; 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.)

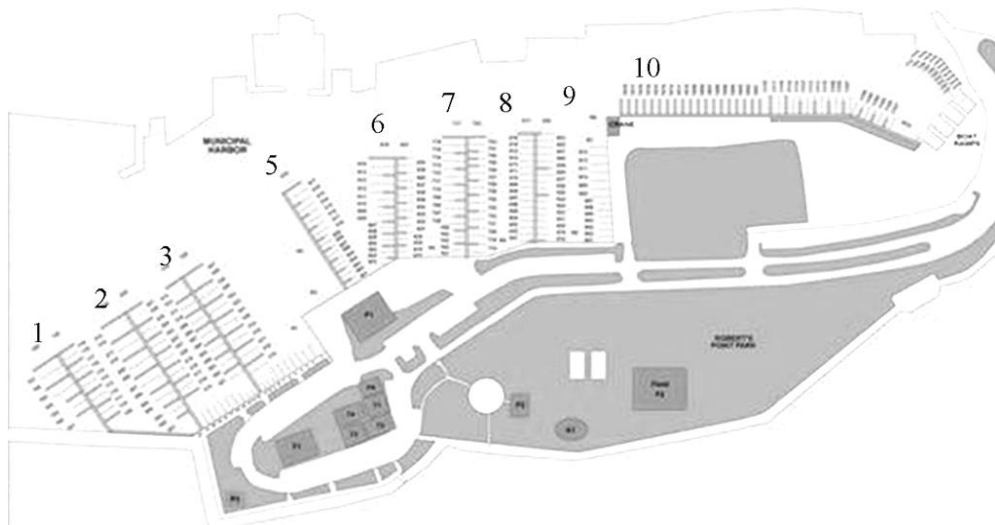
Printed Name _____

Signed _____

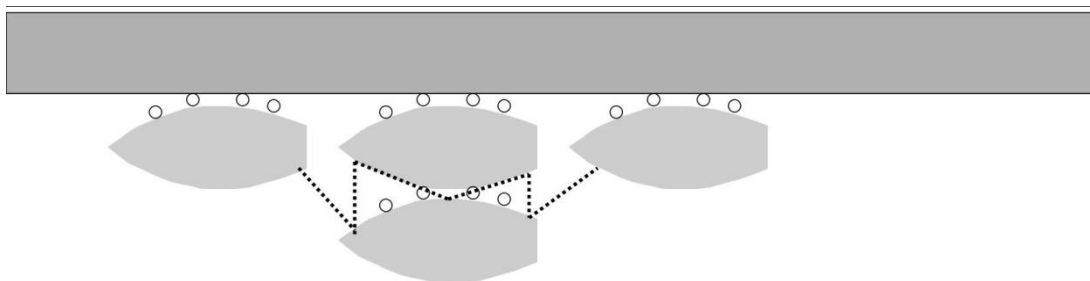
HARVEST MOON 201 DOCKING INSTRUCTIONS

CITY MARINA -

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 insure that their boats have at a minimum of 6 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.



ISLAND MOORINGS -

1. All boats moored at Island Moorings must have reservations. The phone number is 1-888-749-9030 or 361-749-4100. VHF contact channel is 68.

2. The entrance to Island Moorings is 2.4 miles past the City Marina entrance. Turn left just past channel marker G"7" FL (1) Grn 4 sec

3. The Multi-hull fleet has elected to stay at Island Moorings and will be on the transient dock behind a 74' and 60' power boat. See diagram. Note: There is additional bulkhead space between the covered sheds and the corner NE of the Marina Office. There is no power or mooring cleats, however, racers are welcome to use the bulkhead.

4. The fuel dock will be open from 9 AM to 10 PM on Friday and 7 AM to 7 PM on Saturday.

5. Shuttle buses will be provided between Island Moorings and City Marina.