

Bay Access, Inc. proudly presents
22nd Annual HARVEST MOON REGATTA®

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22nd Annual Harvest Moon Regatta®

Thursday, October 16th through Saturday, October 18th, 2008

SAILING INSTRUCTIONS



Lakewood Yacht Club is the organizing authority.

1. RULES

1.1 The regatta will be governed:

- a. by 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, and by
- b. the U. S. Edition 2008 - 2009 *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.
- c. 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.
- d. All boats are subject to random inspection upon finishing.

1.2 Modifications to Special Regulations:

- a. **Lifelines:** ISAF Special Regulations requirement 3.14.6(a) 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. **Storm jib:** Paragraph 4.26.4 is modified to remove the requirement of a storm jib. It is strongly recommended that persons in charge consult their designer and sailmaker to decide the most effective means to provide safe propulsion for the yacht in severe weather.
- c. **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.

1.3 Group Flags: In the skipper’s package every boat was provided with a group color flag. Beginning no later than 1:00 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.

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.

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 will 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 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.

1.11 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 Non-Spinnaker Cruising Class:

- Whisker Poles
 - Maximum pole length is 102% of J.
 - A telescoping pole may be used, but it must be used at the proper length.
 - Telescoping poles shall be banded at maximum length.
 - Pole lifts and down hauls may be used.
 - Only one whisker pole may be used at a time.
 - A permanent club-footed jib or staysail boom, as long as it is less than J, is not considered a whisker pole.

- Headsails And Staysails
 - Spinnakers, Cruising Spinnakers, Flashers, Bloopers, Gennakers, or similar sails shall not be used.
 - Headsails, foresails, or oversized jibs, greater than the largest jib rated on entry, shall not be used.
 - Drifters or Reacher-type sails may be used as long as they are no larger than the largest measured headsail and they are attached to the forestay.
 - 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.
 - 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.

1.14 Class Rules Which Apply To the Cruising with Spinnaker Class:

- 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, unless the boat provides a valid PHRF-GB rating certificate to the Race Committee prior to the entry deadline rating the boat with the oversized spinnaker.
- Maximum Spinnaker Pole Length (SPL) shall be no greater than 102% of J unless the boat provides a valid PHRF-GB rating certificate to the Race Committee prior to the entry deadline rating the boat with the oversized spinnaker pole.

1.15 Poleless Cruising spinnaker division rules:

- A Symmetrical Spinnaker shall not be used.
- A whisker pole shall not be used on a poleless cruising spinnaker, but may be used to wing out a large jib.
- A three second per mile credit was added to the rating of boats in this division.

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 signed waiver and release from each skipper and crew member. All waivers shall be turned in at registration at the Skipper's Meeting. In the event of a crew member substitution after the Skipper's Meeting, the new crew member must provide a signed waiver of liability prior to racing for that boat's entry to remain valid.

4. OFFICIAL NOTICE BOARD

As set out in the Notice of Race, until the start of the race, the Official Notice Board will be online at www.harvestmoonregatta.com. After the start, the Official Notice Board will be in the City Marina pavilion in Port Aransas, Texas after the race start.

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 5:00 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 during the check-in period on the check-in radio channel.

6. CHANGES TO DIVISIONS OR FLEET

Assignment of boats to appropriate divisions or classes is within the discretion of the Race Committee. Any request for change in division or class 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 posted on the Official Notice Board.

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 on the Harvest Moon Regatta® bulletin board 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 AT THE START

8.1 Check in: Boats shall check-in with the Race Committee on VHF Channel 68 prior to the warning signal. Please wait until you are near the Flagship Fishing Pier for clearer communications. The Race Committee will start taking check-ins at 1:00 p.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.

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 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 a commercial ship transiting the area. A boat may use her engine to move laterally or away from the Finish Line to avoid interfering with any ship and to clear the ship's passage lane. A boat shall not advance toward the Finish Line while motoring. Once clear from interference with the ship, the boat shall immediately cease motoring.

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 in the vicinity of the Galveston Flagship Hotel. The ends of the line will be marked by an orange flag on an anchored Race Committee boat and 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 10 boat lengths 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 scheduling chart below and are 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 Non Spinnaker Divisions A thru E
14:05	14:06	14:09	14:10		Blue	Cruising Non Spinnaker Divisions F thru K
14:15	14:16	14:19	14:20		Yellow	Cruising Spinnaker All Divisions
14:25	14:26	14:29	14:30		Orange	ORC Club Spinnaker
14:35	14:36	14:39	14:40		Pink	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 not on the course side of the line or its extensions, prior to her designated start time. 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 281-658-3610.

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**, and then sail between the jetties to the Finish Line. All marks shall be left to starboard.

16. MARK ROUNDING REPORTING REQUIREMENTS

16.1 Freeport mark passage: 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. The boat shall attempt to establish contact with a nearby competitor. The boat shall note the GPS time of the mark passage and the identity of any competitor contacted on the Reporting Sheet found in the back of these sailing instructions. Failure to meet these requirements will raise a presumption of unfair sailing.

16.2 Aransas Pass Channel buoy passage: When passing the Aransas Pass Channel buoy, a boat shall hail, on VHF Channel 72, identifying the boat by name, sail number, hull color, and distance from the Aransas Pass Channel buoy. The Race Committee is not required to acknowledge the hail. The purpose of this rule is so that the Race Committee is aware of the identity of boats that are in the Aransas 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 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 testimony from a disinterested party 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 DUE TO THE PASSAGE OF HURRICANE IKE, ALL BOATS SHOULD BE PARTICULARLY CAREFUL OF DEBRIS IN THE WATER.

17.4 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 in the vicinity of a line between the orange vertical banner hanging on the balcony of the Race Committee room located at the Channel View Condominiums and the Corpus Christi Channel Cut A East High Range Mark Iso 6s 78 ft.

19. RACE FINISH TIME LIMIT

The time limit for the finish of the race is 1:00 PM, Saturday, October 18. 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 modified 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 skipper's bag. Each boat shall report her docking location, whether in Port Aransas or otherwise, on the Reporting Sheet.

21.2 Raft up advisory: Boats in the City Marina raft-up should 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 Harbor Master.

21.3 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 must be made by cash 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. REPORT SHEET REQUIRED AT PORT ARANSAS

As soon as possible after finishing, a boat shall turn in her 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 Race Committee.

24. SCORING

24.1 Course length: The official course length starting at the Flagship Hotel Pier is 150 nautical miles.

24.2 ORC Club: The ORC Club spinnaker division will use performance line OFFSHORE scoring.

24.3 Cruising Fleets: The cruising fleets and multihull fleet will be scored based on Time-on-Distance scoring.

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

Caliber Catalina Beneteau Island Packet Pearson

25. PROTESTS

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 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 Wednesday, October 22, 2008 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 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 Offshore Regulations: The ORC 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 ORC category 3 regulations, a boat may avoid a protest hearing by accepting a 40% scoring penalty.

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

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 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 _____

Local Telephone _____