



World's Largest : Sailing Event
16-17 September 2017

Bart's Bash 2017

16th September 2017

Portland Harbour

Bart's Bash is organised by the Weymouth & Portland National Sailing Academy (WPNSA) in conjunction with Andrew Simpson Sailing Centre (ASSC), under the burgee of WPNSA Sailing Club

SUPPLEMENTARY SAILING INSTRUCTIONS

1. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located under the balcony, outside the changing rooms at WPNSA and online at <http://www.wpnsa.org.uk/events/barts-bash-4>.

2. CHANGES TO SAILING INSTRUCTIONS

Any change to the supplementary sailing instructions will be posted before 09:00 on the day it will take effect.

3. SIGNALS MADE ASHORE

3.1 For competitors leaving from WPNSA, signals made ashore will be displayed on the flag poles at the East end of WPNSA outside the Race Office.

3.2 When AP is displayed ashore '1 minute' is replaced with 'not less than 30 minutes' in the race signal AP.

3.3 Flag D with one sound means 'The warning signal will not be made less than 30 minutes after flag D is displayed'. Boats are not to leave the slipway until this signal is made.

4. SCHEDULE

4.1 Registration is in Spinnakers at WPNSA on Saturday 16th September from 09:30 – 11:30 for any competitor launching from WPNSA. If competitors are launching from other clubs, they may sail over to WPNSA and moor on the pontoons to register and attend the competitor's briefing.

4.2 There will be a competitor's briefing in the Spinnakers at WPNSA at 11:30.

4.3 The warning signal for the Bart's Bash race on Saturday 16th September is scheduled for 12:55.

4.4 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.

5. CLASS FLAGS

Class flag will be a blue Bart's ribbon on a white background.

6. RACING AREAS

The racecourse will be in Portland Harbour.

7. THE COURSE

- 7.1 The diagram in Attachment A shows the course to be sailed.
- 7.2 All marks are to be left to port.
- 7.3 The start/lap/finish line must be crossed at the end of each lap.

8. MARKS

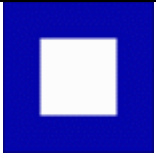
- 8.1 Marks 1, 2, 3 & 4 will be 1.6m blue cylindrical buoys with a black band on them.
- 8.2 The starting mark will be a staff on a boat displaying an orange flag or a dan buoy displaying an orange flag.
- 8.3 The finish mark will be a staff on a boat displaying an orange flag or a dan buoy displaying an orange flag.

9. AREAS THAT ARE OBSTRUCTIONS

- 9.1 Non accessible areas of Portland Harbour will be advised of at the briefing.
- 9.2 Only the Northern entrance should be used in leaving or returning to Portland harbour.

10. THE START

- 10.1 The races will be started using Rule 26 with the warning signal made at least five minutes before the starting signal.

Minutes before starting signal	Visual signal	Sound signal	Means
5	Class Flag (Bart's blue ribbon on a white background)	One	Warning signal (5 minutes to start)
4	 P	One	Preparatory signal (4 minutes to start)
1	P removed	One long	One minute to start
0	Class flag removed	One	Starting signal

- 10.2 The start line will be between a staff on the committee boat displaying an orange flag and the starting mark.
- 10.3 A boat starting later than 5 minutes after her starting signal will be scored Did Not Start without a hearing. This changes rule A4.

11. CHANGE OF THE NEXT LEG OF THE COURSE

Once the race has started the course will not be changed.

12. THE FINISH

- 12.1 The finishing line will be between the mast displaying orange and blue flags on the committee boat and the finishing mark.
- 12.2 The race committee will make a sound signal at approximately 40 minutes after the start to indicate the finish of the race.
- 12.3 When the finish is signalled all competitors shall complete the lap they are sailing to receive a finish time.
- 12.4 All competitors are advised to take note of the sail number and type of boat they finish behind and in front of in case of a scoring query.

13. PENALTY SYSTEM

Rule 44.1 is changed so that the two-turn penalty is replaced by the one-turn penalty.

14. PROTESTS AND REQUESTS FOR REDRESS

The validity of protests will be determined by the Event Director or Protest Committee.

15. SCORING

In addition to the results outlined in SI 9 of the main Bart's Bash Sailing Instructions, for the purposes of the prize giving on the day results may be produced using the Portsmouth Yardstick number.

16. SAFETY REGULATIONS

16.1 Competitors shall wear a personal flotation device at all times while afloat, except briefly while adjusting clothing or personal equipment. Flag Y will not be displayed. This changes RRS 40.

16.2 A tally system will be operated for boats leaving from WPNSA. Boats leaving from other clubs must adhere to the system in operation by that club:

16.2.1 The tally control point will be located by under the main balcony, outside the changing rooms.

16.2.2 Tallies comprise numbered rubber wristbands. Numbers will be allocated to each crew member at registration. Tallies shall be worn visibly, over clothing, on the right wrist by all crew at all times while afloat.

16.2.3 All sailors shall individually tally-out before racing by personally collecting their tally.

16.2.4 All sailors shall individually tally-in immediately on returning to shore after racing.

17. PRIZES

The prizes will be determined by the number of competitors.

18. TELEVISION & PHOTOGRAPHERS' RIGHTS

Competitors give absolute right and permission for video footage and/or photographs of themselves or their boat to be published in any media for press, editorial or advertising purposes.

19. RISK STATEMENT

Rule 4 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
- b) They are responsible for the safety of themselves, their crew, their boat and their property whether afloat or ashore;
- c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
- e) The provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;

20. INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £2,000,000 per incident or the equivalent.

ATTACHMENT A – The Course

