

Distribution:

Yacht Clubs

Class Associations

Cowes Harbour Commission

Associated British Ports

Queen's Harbour Master

RNLI Cowes


Cowes Clubs and Classes Association

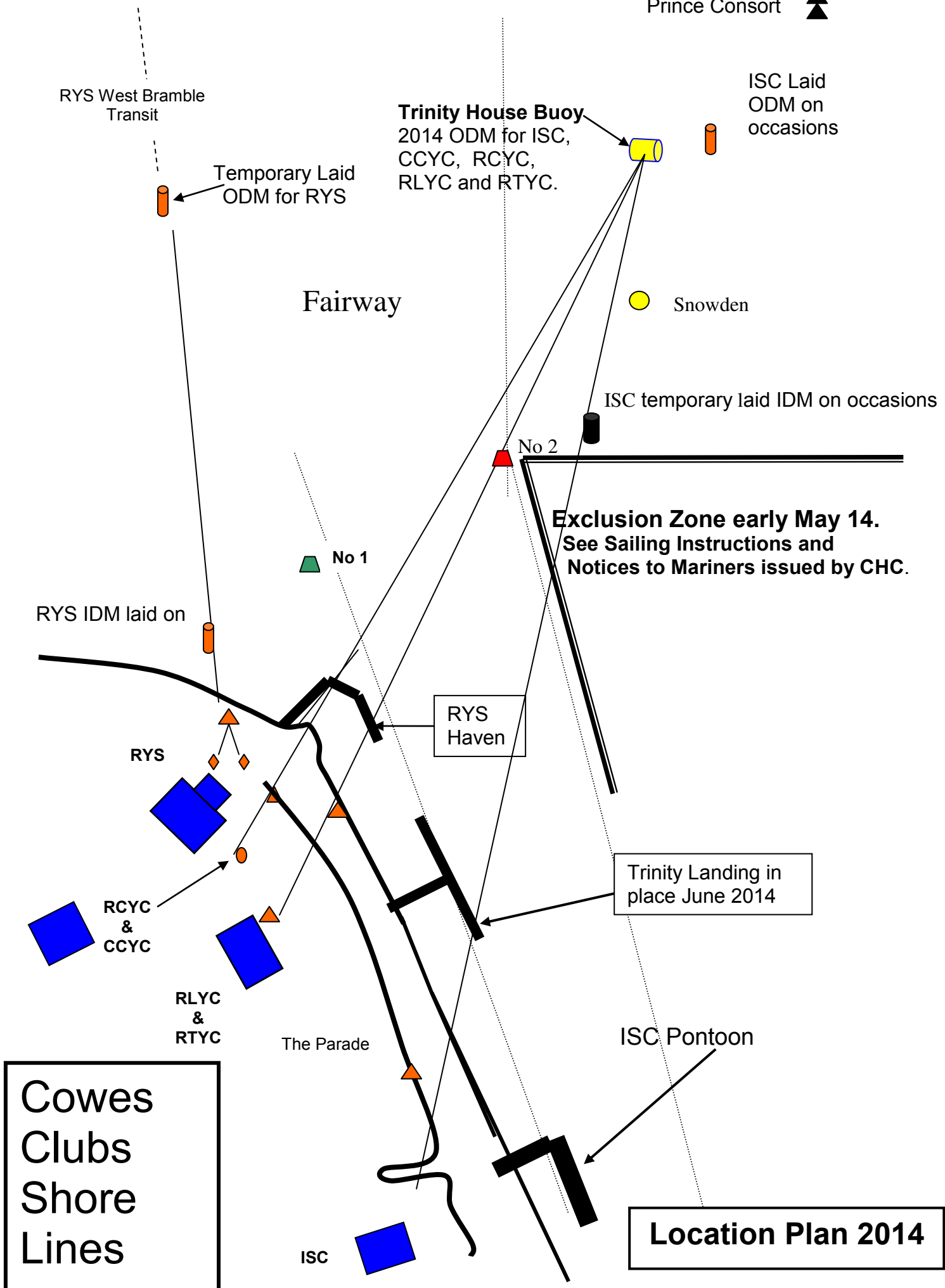
**Cowes Shore Line Regattas
Port Marine Safety
Risk Assessment
2014**

Port Marine Safety Risk Assessment Shore Line Starts:
 See Event Notification Form *with 2014 list of recipients* required to be submitted to them not less than 24 hours before a shore line start

| | | <i>From</i> | | <i>To</i> |
|------------------------------|---|-------------------------------------|---|------------------------------|
| Event: | Cowes Shore Start Line Regattas | Date(s) of Event: | April | October |
| Organising Authority: | RYS, RCYC, RLYC, ISC, CCYC, RTYC | Fixture Website: | www.scra.org.uk or Cowes Port Handbook | |
| Chief Race Officer: | Contact clubs individually | Email: | See Solent Book for each club | |
| Operating Period: | 1300 to 1700 but sometimes early morning or evening | Number of Boats: | up to 60 | |
| Operating Area: | Cowes and Solent | Type or design: | Keelboats | <i>Date presented</i> |
| VHF Channel(s): | 37(M) and private club frequencies for mark laying | <i>Authorities Informed:</i> | Cowes Harbour Commission | Yes |
| Committee Callsign: | Club Race Control | | ABP | N/A |
| Contact phone numbers | RTYC: 0207 245 9470 CCYC: 296333 ISC: 296911 | | RNLI Cowes | Yes |
| 29 Code: 01983 | RYS: 292191 RCYC: 293581 RLYC: 299727 | | SCRA | N/A |
| PMS RA Prepared by: | R. Milner & J Chugg | Sailing Instructions: | New Cowes Clubs and Classes Association (CCCA) standard sailing instructions | |

Start Line Plan

Prince Consort 



EVENT NOTIFICATION 2014

| | |
|-------------|--|
| Info from : | (Insert Name of Organising Club) |
| Sent to: | Fleet Ops Manager: arees@redfunnel.co.uk Rod Hodgson: dhm.chc@cowes.co.uk Senior Master: rhodgson@redfunnel.co.uk Senior Master: kmoffat@redfunnel.co.uk Senior Master: ihutley@redfunnel.co.uk Resource Manager: jshiner@redfunnel.co.uk High Speed: HRay@redfunnel.co.uk Red Jet 3: redjet3@redfunnel.co.uk Red Jet 4: redjet4@redfunnel.co.uk Red Jet 5: redjet5@redfunnel.co.uk Osprey Bridge: osprey_br@redfunnel.co.uk Eagle Bridge: eagle_br@redfunnel.co.uk Falcon Bridge: falcon_br@redfunnel.co.uk CHC Patrol: moorings.chc@cowes.co.uk ABP Southampton: agreenham@abports.co.uk CHC: chc@cowes.co.uk ABP Deputy HM: rblair@abports.co.uk Fuel Barge: rixmerlin@rix.co.uk |
| Details | Notification of Cowes shore line regatta |



| Event name | Date | Shore Start Line |
|------------|------|------------------|
| | | Name of Club |

| Number of boats Up to: | Expected Start Time | Race Time limit |
|---------------------------|------------------------|---|
| Class 1 | TIME | <div>_____ hrs</div> <div>But extended to _____hrs</div> <div>if the first boat in each class finishes before</div> <div>_____hrs</div> |
| Class 2 | TIME | |
| Class 3 | TIME | |
| Class 4 & 5 | TIME | |
| Class 6 & 7 | TIME | |
| Maximum _____ boats | | |

| Chief Race Officer (CRO) Contact Details | | |
|--|--------------------------------|--------------------------------|
| (Name of CRO and Home Tel)) | (Race Committee Mobile Number) | (Race Box Tel Number - if any) |

| Contact options | | |
|--|--|------------------------------------|
| Location | Details | Contact |
| Club Main Office in Cowes or London | (EG Mon – Fri 0900 to 1700) | (Office Tel) |
| Race Box | VHF Call sign "Name of Club Race Control" | Race Box tel (Land line or mobile) |
| | | VHF 37A (M) & Listening on 69 |

| Additional notes |
|--|
| (EG If any inflatable marks to be laid and if so where. See Cowes chart with start lines. Type of boats racing, any RIBs in operation who are part of the race committee and who may be on marshalling duties) |

| | |
|---|---|
|  | RED FLAG DISPLAYED BEFORE THE START SEQUENCE INDICATES FLEET WILL START TO THE EAST (Remember – RED for RYDE) VHF 69 BROADCAST IS MADE WHEN DIRECTION OF START IS KNOWN |
|  | GREEN FLAG DISPLAYED BEFORE THE START SEQUENCE INDICATES FLEET WILL START TO THE WEST (Remember – GREEN for GURNARD) VHF 69 BROADCAST IS MADE WHEN DIRECTION OF START IS KNOWN |

Shore Line Regattas

Port Marine Safety Risk Assessment – Summary

1. General

The yacht clubs of Cowes organise regattas under the auspices of the Cowes Clubs and Classes Association (CCCA) with shore line starts during the summer months from April to October. These consist of the Solent Series for the day keelboats of Cowes with up to 60 boats and some 180 participants are expected for the series involving mainly Etchells, Darings, Dragons and occasionally Sonars, XoDs and RS Elites. These regattas take place on prescribed weekends promulgated in the SCRA Yearbook, poster and website and Cowes Port Handbook fixture lists and start at the end of April and on about 2 out of every 3 weekends until the middle of October. Starting and monitoring of these shore line races takes place from each of the four starting lines, the Royal Yacht Squadron (RYS), Royal Corinthian Yacht Club (RCYC), Royal London Yacht Club (RLYC) and Island Sailing Club (ISC) with the Royal Thames Yacht Club (RTYC) and the Cowes Corinthian Yacht Club (CCYC) using the RLYC and RCYC lines respectively. After the starts race control takes place from relevant organising club's race control position on the club's premises. Other shore line regattas are organised through the season in accordance with the published fixtures, and started from the four shore lines indicated. However, it is clear from the risk assessment that the starting line location, which straddles the main Cowes Harbour fairway, could in itself pose risks which are best managed because of the vantage point of the race control positions. It is the purpose of this document to address and understand all risks which could be relevant to the safety of all competitors and to co-ordinate racing requirements with the commercial users of the harbour. The organising club appoints a race committee of experienced race officers each regatta day throughout the season. This year 2014, we will have the added factor of the construction of a new breakwater off Cowes.

2. The Start

The start of races from the Cowes yacht club shore lines is the time where risks are at their highest and when safety aspects have to be considered most thoroughly. The races are started from the four main starting lines in Cowes which are the RYS, RCYC, RLYC and the ISC. The lines extend northwards from the relevant club flagstaff concerned at the angles illustrated on the location diagram. The club lines that need most monitoring are those of the RCYC, RLYC and ISC as these lines cross the harbour fairway. By the agreement with the Cowes HM, in 2014 Trinity House Mooring Buoy will be used by the RCYC, CCYC, RLYC, RTYC and ISC as their ODM for the starts of the dayboat classes to have starts further west from the Exclusion Zone. The RYS West Bramble line does not cross the harbour fairway but on east going starts the South Bramble/RORC transit does straddle the fairway. An analysis of the incoming and outgoing ferry times from Red Funnel published timetable shows when the ferries are most likely to be entering and leaving harbour. These are illustrated in the Gantt chart. Careful observation of the ferry movements by race officers and the ability to monitor VHF Channel 69 used by Red Funnel vessels and careful staging of the starting sequence reduces the likely occurrence of congestion and consequent possible collisions in the main harbour entrance with the high speed ferries and ships. It should, however, be noted out that the use of Channel 69 for transmission is possible for making All Ships Broadcasts when there is a race about to start and there are associated risks of encounters mainly with the regular car ferries. In view of the need in some regattas for boats to sail close to the relevant club's course frame to pick up the course visually, so causing more congestion in the harbour entrance, announcement of the course to be raced using VHF radio (usually Channel 37M) are increasingly becoming the norm used for races in which boats fitted with radios take part. The use of hand held VHF radios applies to day keelboats and Cowes sailing instructions now require such radios to be carried on board for safety purposes. The course boards are 3ft high with letter, number or symbols that are at least 2ft 6in high and according to Ministry of Transport criteria are legible from a distance of at least 250 yards. Some clubs will have a launch or RIB to be able to patrol the starting line and to shorten the race at any mark. However, in view of the numbers of boats involved in each start and the fact that starting intervals is 10 minute (not 5 minutes as in the ISC Tuesday Evening series), it is not planned to organise a start line patrol boat for these shore line starts. It should be stated that most racing yachtsmen are experienced sailors used to the hazards of racing and manoeuvring around the entrance to Cowes Harbour.

The RYS Harbour and Trinity Landing infrastructures effectively push boats further into the main harbour fairway whilst manoeuvring for the starts of races. So special mention is made in the Part 1 Solent Series sailing instructions to warn day boats without engines not to obstruct the fairway when large commercial vessels are entering and leaving Cowes harbour.

The new breakwater construction will be protected by an Exclusion Zone which is clearly defined in the sailing instructions and rules are in place to prevent boats from sailing into the Exclusion Zone from any direction.

3. Finish

The finishing line is generally the same as the starting line but not usually involving a transit. As boats are well spread out at the finish there is not normally any additional measures required at the finish of races.

4. Safety Control Measures

The Standard and Specific Control Measures for these events are indicated in the Risk Assessment and defined in the later pages and are the main control measures in the safe management of the various club regattas.

Risk Assessment

| Hazard affecting PMS | No | Description of Hazard affecting PMS | Estimated Likelihood of risk Before Measures # | Equivalent Numeric Before Measures N | Impact on person or property | Likely Max Impact M | Risk Factor N x M | Primary Control Measures * and Assets (See Standard List in Appendix) | Final Risk Assess- ment | |
|---|-----|--|---|--|------------------------------------|------------------------------|-------------------------|--|----------------------------------|--|
| 1. Collisions | 1.1 | Racing boat with racing boat | Occasional | 2 | Major | 3 | 6 | 2.2, 4.5 | 4 | |
| | 1.2 | Racing boat with spectator boat | Remote | 1 | Major | 3 | 3 | 2.9 | 2 | |
| | 1.3 | Racing boat with cruising boat | Occasional | 2 | Major | 3 | 6 | 2.9 | 3 | |
| | 1.4 | Racing boat with commercial vessel | Occasional | 2 | Major | 3 | 6 | 1.6, 2.2, 3.4 | 3 | |
| 2. Groundings or capsize | 2.1 | Poor navigation | Occasional | 2 | Minor | 2 | 4 | 2.3, 2.7, 4.3, 4.4, 4.5 | 2 | |
| | 2.2 | Result of rig or equipment failure | Occasional | 2 | Minor | 2 | 4 | 4.3, 2.7, 4.4, 4.5 | 2 | |
| | 2.3 | Multihull capsize | Remote | 1 | Major | 3 | 3 | 4.3, 2.7, 4.4, 4.5 | 1 | |
| 3. Boat Damage | 3.1 | Rig or equipment failure | Occasional | 2 | Major | 3 | 6 | 2.7, 4.3, 4.4, 4.5 | 4 | |
| | 3.2 | After grounding | Occasional | 2 | Major | 3 | 6 | 2.7, 4.3, 4.4, 4.5 | 4 | |
| 4. Personal Injury | 4.1 | Man overboard | Occasional | 2 | Major | 3 | 6 | 2.7, 4.3, 4.4, 4.5 | 4 | |
| | 4.2 | Injury impacting on external rescue services | Remote | 1 | Major | 3 | 3 | 2.7 | 2 | |
| 5. Other Hazards | 5.1 | High winds | Probable | 3 | Minor | 2 | 6 | 4.3, 4.5 | 4 | |
| | 5.2 | High waves | Probable | 3 | Minor | 2 | 6 | 4.3, 4.5 | 4 | |
| | 5.3 | Fog, calm and drifting onto obstructions | Probable | 3 | Minor | 2 | 6 | 4.1, 4.2 | 4 | |
| | 5.4 | Shipping Movements | Occasional | 2 | Major | 3 | 6 | 1.5, 3.4, 3.8 | 4 | |
| | 5.5 | Fatigue | Occasional | 2 | Minor | 2 | 4 | 1.12 | 2 | |
| | 5.6 | Engine failure impacting on other traffic | Occasional | 2 | Minor | 2 | 4 | 2.7, 4.4 | 2 | |
| Risk Likelihood - N: 1 = Remote 2 = Occasional 3 = Probable | | | | | | | | | All measures are available. | |
| Impact - Life - M: | | 1 = Minor First Aid only. 2 = Paramedic or Ambulance. 3 = Serious Injury or fatality | | | | | | | | |
| Impact - Property - M: | | 1 = Minor Damage 2 = Repairable Damage 3 = Total Write-Off | | | | | | | | |

| | | | Major | Minor | Negligible | |
|------------|--------|------------|-------|-------|------------|----|
| | | | 3 | 2 | 1 | |
| LIKELIHOOD | IMPACT | Probable | 3 | 9B | 6C | 3C |
| | | Occasional | 2 | 6C | 4C | 2C |
| | | Remote | 1 | 3C | 2C | 1D |

Interpretation

B = Undesirable risk

C = Tolerable Risk

D = Negligible risk

Racing from Shore Line Starts at Cowes: Risk Control Measures & Assets

| | Measure | Comments | Event-Specific Comments & Measures |
|-------------|---|---|---|
| 1 | Planning | | |
| 1.1 | Start Line Location | RYS, RCYC, RLYC and ISC shore lines | All locations have excellent view of starts and use of binoculars ensure clear identification of all traffic in Cowes Harbour and approaches. |
| 1.2 | Use of Tidal Prediction Information | Time events to suit tidal range & streams | Races are at fixed start times. |
| 1.3 | Limit Competitor Numbers | Match numbers to organisational capacity and control assets | Only limited by length of start line. Not an issue. |
| 1.4 | Planning of Starting Sequence | Starts sequenced to separate classes and avoid risk of collision during overtaking | Schedule of race starts to dovetail with ferry movements in harbour |
| 1.5 | Advance Briefing of Race Management Personnel | By oral briefing and/or written instructions | Club sailing committees meet periodically to plan |
| 1.6 | Advance Safety Briefing with Authorities | Liaison between CCCA and port authority on risk assessment, in particular concerning the new Exclusion Zone | No formal briefing with authorities. Liaison on 'as required' basis with local harbour master and ferry operators |
| 1.7 | Weather monitoring | Use of weather forecast information when deciding whether to proceed and the planning of courses | Reliance on local radio broadcast forecasts supplemented by Internet forecasts if there is concern about the conditions |
| 1.8 | Manning and race managements standards | Careful selection and appointment of experienced race officers with adequate qualifications. | Mainly experienced race officers who are all members of the organising club with many having RYA and ISAF race management qualifications. |
| 1.9 | Emergency/Contingency Procedures | Establishment of action plan for contingencies | Use RYA model tailored to local requirements |
| 1.10 | Media management | Results sent to County Press each week | CRO or club flag officer for each event is point of contact regarding incident reporting. |
| 1.11 | Insurance cover | Each club with £10 million indemnity insurance | Statement of Risk acknowledged by all entrants when they submit their entry. |
| 1.12 | Course setting parameters | Circa 1.5 to 3 hour courses in Central Solent and set to suit forecast weather conditions. | Use of Cowes Nos 1 & 2 buoys are banned as turning marks for all Solent Racing. |
| 1.13 | Skipper and crew competence | Entrants are generally owner/skippers | Duty of care of the skipper to ensure sufficient competent crew are on board their boat and that it is adequately seaworthy. |
| 1.14 | Race officer team welfare | Ensure adequate number for tasks required and they are suitable victualled. | Adequate manning levels and victualling provided to race officers |
| 1.15 | Finishing line length | Matched to number/size of competing boats | Finish lines are fixed defined length using Trinity House Buoy 2014 as the ODM |

Racing from Shore Line Starts at Cowes: Risk Control Measures & Assets

| | | Measure | Comments | Event-Specific Comments & Measures |
|---|-----|---|---|--|
| 2 | | Communications | | |
| | 2.1 | Notice of Race | Advises preliminary details of race and conditions of entry - also safety requirements for competitors. CCCA Cowes Keelboat NoR and is published by individual clubs and sometimes on their websites. Along with www.cowes.co.uk and at www.cowesonline.com . | Cruisers generally carry VHF sets. Dayboats are required to carry handheld radios by sailing instructions. |
| | 2.2 | Sailing Instructions/Amendments | Instructions to competitors including specifying governing rules and amendments, compliance with Harbour Bylaws and Collision Regulations etc. The facility exists to issue amendments to the instructions as appropriate | Sailing instructions are issued to entrants at start of regattas or series. Wording governing ferry traffic right of way in the harbour fairway included in sailing instructions in the light of the new Exclusion Zone. |
| | 2.3 | Safety | Impart safety information on notice board | Reliance on sailing instructions and owner skippers |
| | 2.4 | Competitors' Shore Contact | Competitors instructed to appoint shore contact (family/friend) and supply details to organising authority. | Short races with mobile phone contact numbers of entrants on the entry forms. |
| | 2.5 | Shore Signals | As per ISAF International Racing Rules of Sailing or amended by Sailing Instructions - provide signals for cancellation, abandonment, postponement, compulsory use of personal buoyancy etc. | Defined position of club flagstaffs that display large 3ft x 6 ft flags for maximum visibility |
| | 2.6 | VHF Radio Announcements | Radio announcements to competitors usually on m Ch 37 and or 77. Courses announced by VHF radio. | Clubs to make "All Ships" broadcasts on VHF 69 advising start times and direction of starts. Broadcasts direct to individual ferries and ships in the event of a possible imminent incident. |
| | 2.7 | Communications with Authorities | Port control | Channel 69 is available to race committees for listening to Red Funnel, Red Jet and ships communications and for making All Ship's Broadcasts when a start is imminent. Laid down common radio procedure being organised for 2014. |
| | 2.8 | Event Notification Form (ENF) | Procedure involving emailing of ENF at least 24 hours before a shore line start in Cowes | Procedure required for all shoreline regattas at Cowes in 2014. |
| | 2.9 | Collisions regulations and harbour directions | Use of new local harbour directions in restricted waters as well as the official Colregs | Applies to all boats but Colregs not applicable between boats that are sailing under the Racing Rules of Sailing. |

Racing from Shore Line Starts at Cowes: Risk Control Measures & Assets

| | | Measure | Comments | Event-Specific Comments & Measures |
|---|-----|--|---|--|
| 3 | | Control Measures Before Start | <i>Flag and board signals made from each club's flagstaff.</i> | SIs = Sailing Instructions |
| | 3.1 | Safety Precautions | Checks of on-board safety equipment by race committee | Owner/entrant duty of care applies for these regattas. ISAF rule 42.3(h) allows propulsion other than sail to be used to keep clear of ships. This is incorporated into the SIs. |
| | 3.2 | Marshalling Boats/patrol vessels | Patrol vessels during starting sequence for control of competitors in event of ferry traffic. | Patrol boats not envisaged in view of 10 minutes between starts and limited numbers of entrants. |
| | 3.3 | Competitor Marshalling Areas | Designated areas for waiting in event of postponement due to traffic | Not used for this series |
| | 3.4 | Postponement/Suspension of Starting sequence | In the event of commercial traffic movements etc. | Available at discretion of race committee |
| | 3.5 | Length of Starting Line | Matched to competitor numbers as per RYA recommendations | Defined fixed length club starting lines. Most are cross fairway start lines using Trinity House Buoy as the Outer Distance Mark in 2014 to help keep clear of the breakwater Exclusion Zone |
| | 3.6 | Ferry Traffic | Check ferry times on race date and avoid traffic clash. | Starting times are adjusted to ferry times. Chart prepared for the Solent Series start times. |
| | 3.7 | Courses | Set courses to suit shipping as well as tidal range and flow, and wind direction. | Set start direction of start allowing for tide to minimise congestion in Cowes Harbour. |
| | 3.8 | Shipping Movement Monitoring | Includes obtaining details of planned movements from Authorities and monitoring of Port Control radio traffic | Phone call made by club officials to VTS to ascertain shipping movements in racing period. |
| 4 | | Additional Control Measures after Start | | |
| | 4.1 | Abandonment | In the event of adverse weather or other factors requiring abandonment | Available but a rare occurrence |
| | 4.2 | Shorten Course | In the event of adverse weather or other factors requiring shorter courses | Usually by reducing the course to one round |
| | 4.3 | Race Observers | Observers on shore and from safety RIB | On shore observing only |
| | 4.4 | Patrol vessels | RIBS and larger patrol craft | Some clubs have Club launch or RIB on standby for race monitoring or shortening. |
| | 4.5 | Monitoring of weather/sea conditions | By communication from observers, escort vessels and competitors | No additional procedures. Reliance is on radio forecasts backed up by Internet forecasts. |
| | 4.6 | Retirement Monitoring | Radio reporting to race control by boats retiring | Boats can advise their retirement by VHF radio |

Estimated times when passing between Nos 1 & 2 Harbour Buoys

| Tuesday Hours: | 12 | 12 | 12 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 14 |
|--------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Minutes: | 45 | 50 | 55 | 00 | 05 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 |
| Ship In Window | | | | | | | | | | | | | | |
| Ship Out | | | | | | | | | | | | | | |
| Red Jet In Window | | | | | | | | | | | | | | |
| Red Jet Out | | | | | | | | | | | | | | |

Dep Cowes

Dep Cowes

[illegible]

Note: Echells and XOD shore line starts only by special request

[illegible]

Dep Cowes

[illegible]

Note: Etchells. Sonar & Flying 15 shore line starts only by special request

$$Dep = \text{Car Ferry/Red Jet Departure} / \text{Start Time}$$

Car Ferry/Red Jet near entrance to harbour:








For other 'Small Events' the same principles apply to other starts off Cowes Shore Lines for cruising boats with engines starting at other times of the day.

Event _____ RO: _____

Scheduled start time

Class/Fleet

Date

| Count down | Action (circle flag used) | Actual times | VHF Channel 37m Radio Broadcast Notes |
|-------------------|--|--------------|--|
| - 10 | | | All boats in the Solent Series, this is (club) Race Control, stand by for the class course in approximately one minute. The Cowes Breakwater Exclusion Zone is / is not in force. |
| -9 | | | "The course for the _____ class is as follows" |
| Course: | | | |
| (Course) | | | |
| -7 | | | Announcement on VHF 69 "All Ships in the vicinity of Cowes Harbour entrance, This is (club) _____ Race Control. We are due to start a race in approx. 6 minutes for (number) of boats starting to the west / east with the first mark being _____ buoy. This is _____ Race Control listening on channel 69. |
| - 6 | ↓   + Sound | | "The course for the _____ Class is as follows" |
| - 5 warning | ↑ Class / Fleets + Sound | | "That was the Warning Signal for the _____ Class" The Cowes Breakwater Exclusion Zone is / is not in force. |
| - 4 Preparatory | ↑  or  + Sound | | "That was the Preparatory Signal for the _____ Class" |
| -1 min One Minute | ↓  or  + Long Sound | | |
| Start | ↓ Class / Fleets + Sound | | That was the start for the _____ Class". "All Clear" "X Ray" "General Recall" After 20 seconds, broadcast any OSC sail numbers. |
| + 4 | ↓  | | |