



▷ SEA VIEW YACHT CLUB - 2016 KEELBOAT RACING PORT MARITIME SAFETY (PMS) RISK ASSESSMENT GENERAL

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1. **Introduction.** Sea View Yacht Club provides racing for the Seaview Mermaids Daily between 0800 and 1800 as well as Wednesday and Thursday Evenings between 1800 and 2100 (only during hours of daylight) from the end of April to the beginning of October, 18th April – 7th October 2016. Except during the annual Regatta (Sun & Mon after Cowes Week) the maximum numbers of boats are 15 Mermaids. This year's non-standard events include the Mermaid Passage Race to Cowes (7th August) and the Mermaid Passage Race from Cowes (5th August). Our annual Regatta is on the 21st & 22nd of August. A launch service is always provided which means that the boatman are on hand if required during racing to tow disabled boats (or when there is no wind) back to the Seaview moorings. A RIB is also normally made available to the Race Officers to help as required.

2. **Starts.** Races are started from the Sea View Yacht Club Race Deck or our Committee Boat (Penguin). The Mermaids start is within the Sea View Yacht Club moorings.

3. **Finish.** The majority of the races are a Club Race Deck finish using the clubs fixed orange line (see diagram at Appendix 1).

4. **Race Area.** Fleet racing happens within the fixed marks off Seaview unless we inform you otherwise.

5. **Manning & Race Control.** The Club runs a race management roster based on 5 "Race Management" teams. Each team has at least 1 RRO or CRO+ and 1 experienced CRO. Support is provided by ARO's who are mostly experienced sailors; the majority have attended a CRO Course. The RO teams and roster is held in the Sea View Yacht Club Office. The ROs maintain a listening watch on both Ch M2 and Ch 77, as does the Club Office.

6. **Safety & Control Measures.** Standard and event-specific Control Measures are indicated in the attached RA and defined in the Appendix and are the main control measures in the safe management of these races.

Club Website: [HYPERLINK "http://www.svyc.org.uk" www.svyc.org.uk](http://www.svyc.org.uk)

NoR & Entry Form: [HYPERLINK "http://www.svyc.org.uk" www.svyc.org.uk](http://www.svyc.org.uk)

Club Programme (with Race Times):

Sailing Instructions: [HYPERLINK "http://www.svyc.org.uk" www.svyc.org.uk](http://www.svyc.org.uk)

Emergency Plans: SVYC Race Management Manual

Club Office: 01983 613268

Club House Manager: 01983 613118

RISK ASSESSMENT

Hazard affecting No PMS	Description of Hazard affecting PMS	Estimated Risk Level Before Measures #	Equivalent Numeric Before Measures (N)	Likely Impact (M)	Risk Factor (N x M)	Primary Control Measures * and Assets (see Appendix 1)	Final Risk Assessment
1. Collisions	1.1 Racing boat with racing boat	M	2	2	4	1.3, 1.12, 1.13, 2.1, 2.2, 3.5, 4.5, 5.1	M
	1.2 Racing boat with spectator boat	L	1	2	2	2.2, 2.9	L
	1.3 Racing boat with a cruising boat	L	1	2	2	2.2, 2.9	L
	1.4 Racing boat with a Commercial vessel	L	1	3	3	1.6, 2.2, 3.2, 3.3, 3.4, 3.6	L
	1.5 Racing boat with an obstruction (e.g. navigation mark)	M	2	1	2	1.2, 1.12, 1.13	M
	1.6 Commercial vessel with spectator or cruiser	L	1	3	3	2.9	L
	1.7 Spectator boat with spectator or cruising boat	L	1	2	2	2.9	L
	1.8 Ferry with racing, spectator or cruising boat	L	1	3	3	1.8, 1.12, 1.13, 2.9	L
2. Grounding or Capsize	2.1 Poor navigation	L	1	1	1	1.1, 1.8, 1.12, 1.13, 2.3, 4.3, 4.4, 4.5	L
	2.2 Result of rig or equipment failure	L	1	1	1	1.13, 4.3, 4.4, 4.5	L
3. Boat Damage	3.1 Rig or equipment failure	M	2	1	2	1.13, 2.7, 4.3, 4.4, 4.5	L
	3.2 After grounding	M	2	1	2	1.13, 2.7, 4.3, 4.4, 4.5	L
4. Personal Injury	4.1 Man overboard	L	1	2	2	1.13, 2.7, 4.3, 4.4, 4.5	
	4.2 Injury impacting on external rescue services	L	1	3	3	1.13, 2.7	
5. Other hazards	5.1 High Winds	M	2	1	2	1.7, 1.8, 1.13, 4.3, 4.4, 4.5	L
	5.2 High Waves	M	1	1	1	1.7, 1.8, 1.13, 4.3, 4.4, 4.5	L
	5.3 Fog, calm & drifting into obstructions	L	1	2	2	1.8, 1.13, 4.1, 4.2	L
	5.4 Shipping movements	L	1	3	3	1.5, 1.6, 3.2, 3.3, 3.4	L
	5.5 Fatigue	L	1	2	2	1.8, 1.12, 1.13, 1.11	L

= Estimated (few statistics available)

* All other standard control measures are also available. See Appendix 1.

Risk Level Consequence - N L1 = Low Risk M2 = Medium Risk H3 = High Risk

Impact - Life - M 1 = First Aid only 2 = Paramedic or Ambulance 3 = Serious Injury or Death

Impact - Property - M 2 = Minor Damage 2 = Repairable Damage 3 = Total Write Off

Appendix 1: RYA Standard Control Measures & Assets for Keelboat Racing

Measures	General Comments	Event Specific Comments, Measures & Actions
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1. Planning

1.1	Use of Tidal Predictions	Tidal range & streams always checked prior to racing	Race courses always take tides into account
1.2	Limit Competitor Numbers	Match Entry numbers to resources	Committee Boat: Penguin Patrol/Safety Boats: boatman on duty; 1 launch & 1 RIB Keelboat Entries: Mermaids max 15
1.3	Planning of Starting Sequence	Separate classes to avoid risk of collision	Number of Starts: maximum of 10 during day and 1 or 2 if separate groups in the evening
1.4	Advanced Briefing of Race Management	By oral briefing and/or written instructions	Date/Time of RM Briefing: prior to leaving the club
1.5	Advanced Safety Briefing with Authorities	Liaise with relevant port & safety organisations	QHM: this RA Local Clubs: BHYC & BSC (if required) by radio
1.6	Shipping Movement Monitoring	Obtaining details of movements from Port Control	http://www.southamptonweather.co.uk/liveais.php
1.7	Weather Monitoring	Use forecasts to decide whether to proceed	Forecast used: Chimet; iowweather.com; Met office, Windfinder.com, Davis Vantage PRO 2 weather station situated on our line post.
1.8	Manning	Ensure competent personnel for race management	PRO: majority of PROs are RRO qualified; remainder are CROs
1.9	Emergency/Contingency Procedures	Establishment of action plan for emergencies	Emergency Plan being used: SVYC Emergency Plans as published in Race Officer Manual
1.10	Media Management	One contact to control information fed to media in an emergency	Media Contact: Club Secretary Phone Number: 01983 613268
1.11	Insurance Cover	SVYC has indemnity insurance (RYA CC Policy)	All entrants complete an annual Entry Form with appropriate liability waivers. All boats are required to have £3m 3 rd Party indemnity cover
1.12	Course Setting Parameters	Courses are about 1.5 hours in the E Solent	Majority of courses use fixed racing marks
1.13	Skipper & Crew Competence	Entrants are normally owner/skippers	Annual entry form reminds helms of crew competence responsibility
1.14	Race Management Team Welfare	Ensure Race management volunteers are equipped for the event	Meals/Drink: provided as required

2. Communications

2.1	Notice of Race	Specify conditions & safety requirements to competitors	Every helm is required to sign an annual NoR & Entry Form prior to their first race which covers their safety responsibilities
2.2	Sailing Instructions/Amendments	Include compliance with Harbour Bylaws and retain an ability to issue amendments	Every boat is issued with a set of SIs each year. Any amendments are included in the Club Newsletters, or if date specific, on the Club's Sailing Notice Board

	Measures	General Comments	Event Specific Comments, Measures & Actions
2.3	Safety Briefing	Safety Briefing for Competitors	Reliance on SIs but if any doubt or safety issues on the day then RO briefs prior to leaving the moorings
2.4	Competitors' Shore Contact	Record details of all crew members on board	RO records name of helm and number of crew of Class Sheets prior to each start
2.5	Shore Signals	Race Signals as provided under the RRS	Displayed from: Flag Pole on Club Staging.
2.6	VHF Radio Announcements	Designated VHF channel for traffic	VHF Channel: M2, (which is also used by BHYC & BSC) & Ch 77 to communicate with competitors.
2.7	Communications with Authorities	Port Control & Sea View Base	QHM – Ch 11; VTS - Ch 12; SVYC - M2; Bembridge Harbour - Ch 80
2.8	Mobile Telephones & VHF	Communication with race management and coastguard	PRO: mobile phone numbers available from SVYC office (01983 613268), VHF Ch 77 to all competitors Patrol Boats: as above Coastguard: Solent - 023 92552100 ; Bembridge - 01983 873943
2.9	International Collision Regulations	For right of way between racing & non-racing traffic	Applies to all boats, but COLREGs not applicable between boats that are racing. Addressed in SIs

3. Control Measures Before the Start

3.1	Safety Inspections	Spot checks of on-board safety equipment	Managed by Class Captains; helms aware of duty of care requirements
3.2	Marshalling & Patrol Boats	Safety craft for traffic control during starts and at the finish	Numbers do not warrant special controls; but Club RIB/launch available if required
3.3	Competitor Marshalling Areas	Designated areas for waiting in event of traffic	Not necessary for this level of event
3.4	Postponement/suspension of starts	In the event of commercial or other traffic	Controlled by qualified PRO
3.5	Length of Starting Line	Matched to competitor numbers per RYA recommendations	Controlled by qualified PRO
3.6	Ferry/Commercial Traffic	Check ferry & commercial movement times on race date and avoid traffic clash	PRO/Office will check http://www.royalnavy.mod.uk/qhm/portsmouth/shipping-movements during key periods

4. Additional Control Measures After the Start and During the Race

4.1	Abandonment	In the event of adverse weather or other factors	Available but rarely used. iaw SVYC Race Officer Manual if required
4.2	Shortening Course	In the event of lack of wind or other factors	iaw SVYC Race Officer Manual (normally managed by the Race Deck but occasionally by a launch or RIB)
4.3	Race Observers	Observers on shore at strategic locations	Can be called for via the office by the PRO if required
4.4	Escort vessels	Club member's or other vessels	Controlled by PRO as necessary

Measures		General Comments	Event Specific Comments, Measures & Actions
4.5	Monitoring of wind/sea conditions	By communication with observers and escort vessels	On VHF Channel: M2

5. Additional Control Measures at the Finish

5.1	Finishing Line Length	Matched to number/size of competing boats	iaw SVYC Race Officer Manual
5.2	Retiring Monitoring	Reporting by boats retiring or tally system	iaw SIs (verbal to RO, Boatman or by phone to Club office)
5.3	Harbour Patrol	Patrolling of the finish area	Controlled by PRO
5.4	Race Declaration	Boats sign in after race to monitor all finishers	Declarations not required; PRO & boatman account for all boats racing
5.5	Use of Engine	Boats to clear the line after crossing the finishing line	Not applicable, no engines

Diagram of Race Area

November 2015