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Warsash Sailing Club.

Warsash Raymarine Spring Series 2009

15th, 22nd & 29th March, 4th, 5th, 18th, 19th, 25th & 26th April 2009

Port Marine Safety Risk Assessment.

Issued by: Warsash Sailing Club –

Warsash Spring Series 2009 PMS Risk Assessment

Port Marine Safety Risk Assessment Event Summary.

Event:	Raymarine Warsash Spring Series 2009
Organising Authority:	Warsash Sailing Club (WSC)
Starting Lines:	Committee Boat 1: "Warsash Black Committee" in central Solent Committee Boat 2: "Warsash White Committee" in vicinity of Hill Head Committee Boat 3: "Warsash SB3 Committee" in Vicinity of Hill Head
Chief Race Officer:	David Greenway
Operating Period:	Between 0900 to 1500hrs on event days
Operating area:	Central and Eastern Solent
VHF Channels:	28 (race information broadcasts) / 37 / 72 / M2
Committee Callsign:	Warsash Comms on M1 (Ch37)
CRO Mobile Phone:	07798 638581
Race Headquarters:	Shore House, Shore Road, Warsash, Southampton, SO31 9FS Tel/Fax: 01489-583575
PMS RA prepared by:	WSC. Nigel Rennie 01489 589930 / 07958 584714

Event Website:	http://www.warsashsc.org.uk/
Email:	admin@warsashsc.org.uk
Expected number of entries:	About 250 with approx 1500 crew.
Authorities Informed:	Solent MCA
	VTS & Harbourmaster Southampton
	ABP
	QHM Portsmouth
	Hamble Harbourmaster
	Cowes Harbourmaster

**Warsash Spring Series 2009 PMS Risk Assessment
Port Marine Safety Risk Assessment.**

Hazard affecting PMS	No	Description of Hazard	Est. Risk Level before Measures	Equivalent Numeric before Measures N	Likely Impact M	Risk Factor N x M	Primary Control Measures & Assets (See Appendix).	Final Risk Assessment
1. Collisions	1.1	Competitor with competitor.	Medium	2	2	4	1.2, 2.2, 2.6, 3.2, 3.3	Low
	1.2	Competitor with commercial vessel	Low	3	2	6	1.4, 1.5, 2.2, 3.3	Low
2. Grounding	2.1	Poor navigation	Low	2	1	2	3.3	Low
	2.2	Result of rig or equipment failure	Low	2	1	2	3.3	Low
3. Boat damage	3.1	Rig or equipment failure	Medium	3	2	6	1.6, 1.8, 3.1	Med
	3.2	After grounding	Low	2	1	2	3.3	Low
	3.3	Due to heavy weather or fog	Low	2	2	4	1.6	Low
4. Personal Injury	4.1	Man Overboard	Low	2	1	2	2.5	Low
	4.2	Injury impacting on rescue services	Medium	3	2	6	2.7, 2.8	Low
5. Other Hazards	5.1	Gale conditions	Medium	2	1	2	1.6	Low
	5.2	Heavy or confused seas	Medium	2	1	2	1.6	Low
	5.3	Bad visibility	Medium	2	1	2	1.6	Low
	5.4	Shipping Movements	Medium	2	1	2	1.5, 2.1, 2.2	Low
	5.5	Fatigue	Low	1	1	1	1.6, 2.5	Low

‘N’ & ‘M’: 1 = 1st Aid only; 2 Paramedic or Ambulance; 3 = Serious Injury or Death.

Warsash Spring Series 2009 PMS Risk Assessment

Raymarine Warsash Spring Series 2009:

Port Marine Safety Risk Assessment – General.

1. The Warsash Sailing Club (WSC) Spring Series will be held during March and April 2009 and will involve a large number of yachts of varying size and manoeuvrability, with a minimum length of about 6 metres.
2. It will be sailed in the confined waters of the Solent with self sufficient keel boats, equipped with radios.
3. This type of racing does not attract significant attention from non-participants, except for a few marine photographers.
4. The drafts of some of the competitor yachts taking part will be over 3 metres and the largest competitor yachts may be more than 17 metres long.
5. There is a risk of collision and grounding which is always present in yacht racing/sailing.
6. There is a risk of injury to the crew, most notably in cases of gear breakage, boat handling mistake, collision or Man-Overboard (MOB).
7. The race area and complexity of courses means safety cover is impracticable. Competitors may be up to 3 miles away from race management resources, therefore in common with other events of this type, the majority of safety cover is provided by competitors on a mutual help basis.
8. This paper assesses the likely risks that will be encountered in the race area and defines the measures needed to reduce the risks to an acceptable level. A separate paper "Raymarine Warsash Spring Series 2009 - Incident Contingency Plan" identifies the command and control procedures in the event of untoward circumstances.

Race Areas

Racing will take place in two race areas within the Central Solent; generally the smaller yachts will operate in an area north east of Brambles Bank and the larger yachts will use the Central and Eastern Solent

Race Timing

The races will start as notified in the official Notice of Race at 1000 hrs on 15th, 22nd & 29th March, 4th, 5th, 18th, 19th, 25th & 26th April 2009

Tidal Information

Relevant tidal information for race days is as follows (all times local)

Day	Portsmouth	Height	White Fleet		Black Fleet	
			Spring Series	Spring Championship	Spring Series	Big Boat Series
15 March	1400 GMT	4.5m	Yes		Yes	
22 March	0825 GMT	3.7m	Yes		Yes	
29 March	1356 BST	4.6m	Yes		Yes	
4 April	0701 BST 1311 BST	3.8m 1.7m				Yes
5 April	0833 BST 1431 BST	3.9m 1.4m	Yes		Yes	Yes
18 April	0535 BST 1140 BST	3.6m 2.0m		Yes		
19 April	0657 BST 1315 BST	3.5m 2.0m	Yes	Yes	Yes	
25 April	1213 BST	4.6m		Yes		Yes
26 April	1256 BST	4.7m	Yes	Yes	Yes	Yes

Warsash Spring Series 2009 PMS Risk Assessment

Appendix: Standard Risk Control Measures & Assets available for the Raymarine Warsash Spring Series.

Measures.	General Comments.	Specific Comments, Measures & Assets.
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1. Planning:

1.1	Use of Tidal Prediction Information.	Racing is arranged to suit tidal streams.	
1.2	Planning of Starting Sequences.	Starts planned for maximum control of fleet.	
1.3	Advance Briefing of Race Officials.	There are regular planning meetings of the Race officials prior to the event, many of which have worked as a team for over 10 years.	Race officials are very experienced in running this and similar events
1.4	Advance Briefing with Authorities.	Appropriate authorities given written information prior to the Start.	Present PMS Risk Assessment with subsequent updates as required.
1.5	Shipping Movements.	Liaise with and monitor Southampton VTS.	
1.6	Weather Monitoring.	The Principal Race Officer obtains detailed weather information prior to the first start on each day of the regatta.	The weather forecast is broadcast to competitors prior to the 1 st start. A written Abandonment Procedure is held by Race Officials.
1.7	Manning.	WSC will ensure adequate competent race officials for event management.	Race officials are experienced offshore sailors with appropriate certification.
1.8	Emergency/Contingency Procedures.	Establishment of Incident Contingency Plans (ICP) for emergency situations.	Issue ICPs to key personnel and assets.
1.9	Media Management.	Establish one point of contact to control information for press, TV and radio especially in the case of an emergency.	Warsash Sailing Club is the central point Tel +44 (0) 1489-583575

Warsash Spring Series 2009 PMS Risk Assessment

Measures.	General Comments.	Specific Comments, Measures & Assets.
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2. Communications.

2.1	Annual Programme	Advises preliminary details of races and conditions of entry plus safety requirements and special regulations for entries.	
2.2	Sailing Instructions/Amendments.	Instructions to owners including governing rules and amendments, compliance with specific local notices to mariners etc. The facility exists to issue amendments as appropriate.	Various international rules and regulations exist and are referred to in race data and entries are advised that these must be adhered to. Sailing Instructions are sent out by mail to all owners one week before the start of the regatta.
2.3	Signals.	Signals for postponement and other control of the start as per ISAF International Racing Rules of Sailing.	All race start and other instructions will be given by VHF radio in addition to flag & sound signals.
2.4	Use of personal buoyancy and safety harnesses.	Requirement for crews to carry these are clearly stipulated in ISAF Offshore Special Regulations & Sailing Instructions.	
2.5	VHF Radio Announcements.	Radio contact with competitors and race officials on designated VHF frequencies.	All competitors required to carry at least one VHF transceiver.
2.6	VHF Communications during the races.	Listening watch maintained throughout racing on Ch M1 (37) or Ch72 for Black Fleet & M2 for White Fleet. Competitors are not required to maintain listening watch during racing.	All competitors required to carry at least one VHF transceiver.
2.7	Mobile Telephones.	Communication between race officials and on occasion with competitors.	Communication is possible over entire race area

Warsash Spring Series 2009 PMS Risk Assessment

MEASURES.	GENERAL COMMENTS.	Specific Comments, Measures & Assets
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3. Control Measures Before Starts:

3.1	Safety Inspections.	Spot checks of the required on-board safety equipment may be carried out by race officials at any time during the regatta.	Owners are aware that failure to comply with requirements may lead to disqualification from the regatta.
3.2	Length of the Starting & Finishing Lines.	Matched to competitor numbers as per RYA recommendations.	To reduce risk of racing boat to racing boat collisions at the starts.
3.3	Depth of water on racecourse	Draft of competitors boats/ current height of tide considered before setting courses for each race	To reduce risk of grounding

4. Addition Control Measures at the Finish.

4.1	Layout of the Finishing Lines.	Deployed to take account of competitor numbers as per RYA recommendations.	
4.2	Retirement Monitoring	Vessels are required to report their retirement to the Race Committee.	
4.4	Use of Engine.	Race rules stipulate when an engine may be used to minimize emergencies.	