

Warsash Sailing Club

Event Notification and Risk Assessment

Event organiser	Warsash Sailing Club
Event Contact	Planning Guy Nicholls Mobile 07845 909634 Email guynicholls@gmail.com During Event Club Race Officer on Committee Boat 'Lobster' on VHF Channel M1 (37) Event Liaison 01489 583575 (Shore based)
Event	Thursday Night Pursuit Race
Date	Each Thursday evening between 10 th May and 12 th July 2018
Participants	Estimated 30 cruiser/sportier boats
Support Craft	Club Safety Launch
Location of activity	The intended start area will at Bald Head with racing in the area of the Central Solent and finish in the River Hamble at Beacon 10.
Programme of events	Weekly Preparations 1730 Racing 1840 – 2015 Ashore 2030
List of Hazards	As detailed on the Risk Assessment below.
Arrangements for controlling event	Overall control is vested in the Club Race Officer. No additional spectators are anticipated.
Navigational constraints	Shipping movement in Southampton Water.
Emergency arrangements	Co-ordination control by Committee Boat.
List of Authorities Contacted	ABP, Hamble River HM.

Using the RYA guidance the event has been categorised as a **MEDIUM EVENT** as the number of competitors are relatively small and it should have no impact on the operation Port of Southampton.

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Standard Control Measures for Medium Events

	Measures	General Comments	Applicability / Comment
1.	Planning		
1.1	Use of Tidal Prediction Information	Time events to suit tidal range and streams	Tide is not a major constraint; however in light airs boats may not be able to make progress against the tide in the River Hamble. All boats are fitted with engines for use in emergencies.
1.2	Limit Competitor Numbers	Match entry numbers to resources	Attendance at previous events indicates that cover provides adequate resources.
1.3	Planning of Starting Sequence	There will be staggered starts dependent upon boat handicaps with just two or three boats starting at minute intervals.	The start sequence for the race follows the RYA's guidance
1.4	Advance Briefing of Race Management	By email and on Club website prior to racing and by verbal on water	The on the water management team will provide on water competitor briefing as required.
1.5	Advance Safety Briefing with Authorities	Liaise with relevant port and safety organisations	Advise VTS and River Hamble HM of activity and likely impact on their operations. (This document)
1.6	Shipping Movement Monitoring	Monitor movement from VTS/Port Control	The course areas are likely to be between 4 to 8 miles in the Central Solent avoiding the main shipping channel. It is not planned to use any water that will impact on shipping movement.
1.7	Weather monitoring	Use forecasts to decide whether to proceed	Forecasts are obtained from a number of sources on the days before the event to enable contingency planning, and on the day to support the Race Management decisions.
1.8	Manning	Ensure competent personnel for race management and safety	Comply – The Club Race Officer and Race Management Team have extensive experience.
1.9	Emergency/Contingency Procedures	Establishment of action plan for emergencies	The emergency plan will be covered at the on and off the water event team briefings. Each boat is responsible for making initial contact with the Coast Guard if necessary.
1.10	Media management	One contact to control information fed to media in an emergency.	Event Liaison contact by Club Race Officer.
1.11	Race Management Team Welfare	Ensure race management volunteers are equipped for the event.	Use experienced assistants and brief for expected conditions.

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	Measures	General Comments	Applicability / Comment
2.	Communications		
2.1	Notice of Race	Specify conditions and safety requirements to competitors	Included in the Club Racing Programme.
2.2	Sailing Instructions and Amendments	Include compliance with Harbour Byelaws	In the Sailing Instructions and included in the competitors briefing. For VTS the main consideration is to keep fleets well clear of the main shipping channels. In River Hamble advise of restricted channel.
2.3	Safety Briefing	Safety briefing to Competitors	Competitors briefing prior to Race Programme, included in Sailing Instructions
2.4	Competitors' Shore Contact	Record skippers details of all boats entered.	Part of Entry Form
2.5	Shore Signals	Race Signals as provided under the RRS	Comply
2.6	VHF Radio Announcements	Designated VHF channel for announcements	Race Management Team communications will communicate on VHF M1 (Ch 37)
2.7	Communications with Authorities	Port control.	VHF/Phone as applicable
2.8	Mobile Telephones and VHF	Communication with race management and coastguard	VHF/Phone as applicable
2.9	International Collision Regulations	For right of way between racing and non-racing traffic.	The race area minimises contact with the main flow of vessels in/out of Southampton Water and River Hamble.
3.	Control Measures Before Start		
3.1	Safety Inspections	Spot checks of on-board safety equipment	Sailing Instructions require safety equipment to be carried.
3.2	Marshalling and patrol boats	Club Safety Launch control during starts and at finish.	Club Safety launch will be provided from preparation through racing until finish.
3.3	Competitor Marshalling Areas	Designated areas for waiting in event of traffic	Race start area will be adjacent to Bald Head. Participating boats will be marshalled.
3.4	Postponement/suspension of starts	In the event of commercial or other traffic movements.	As directed by the Club Race Officer.
3.5	Length of Starting Line	Matched to competitor numbers per RYA recommendations	Use of experienced Race Officer.
3.6	Ferry Traffic	Check ferry times on race date and avoid traffic clash	Not applicable – the courses will be clear of slow and fast ferry transit routes.

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4.	Additional Control Measures After Start and During Race		
4.1	Abandonment	In the event of adverse weather or other factors	Club Race Officer decision.
4.2	Shortening Course	In the event of lack of wind or other factors	Club Race Officer decision.
4.3	Race Observers	Observers on shore at strategic locations	None provided. Competitors are required to inform the Committee Boats if returning ashore before the end of the race.
4.4	Escort vessels	Club Safety Launch.	The Club Safety Launch will provide cover when boats are transiting and will remain in the race area during racing.
4.5	Monitoring of wind/sea conditions	By observing weather stations and local conditions.	The whole race area is visible to the Club Race Officer from the Committee Boat.
5.	Additional Control Measures at Finish		
5.1	Finishing line length	Width of channel.	The finish line will be across the Hamble River at Beacon 10 and its use will be based upon the judgement of the experienced Club Race Officer.
5.2	Retirement Monitoring	Reporting by boats.	Boats are required to inform the Race Management Team if they retire from racing.
5.3	Harbour Patrol	Patrolling of finishing area	The finishing area will be patrolled.
5.4	Race Declaration	Declaration system will be in operation.	This is a safety requirement of the Sailing Instructions with a declared penalty for failure to comply.
5.5	Use of Engine	Boats to clear line after crossing the finishing line	Boats may use their engines during any emergency.