

2017 Programme of Racing Medium Event Summary

Revision Original / Date 17 March 2017

| | | | | | |
|--|---|-----------------------------|--|-----------------------------|-----------------|
| Event | SORC Racing season 2017 | Dates of Events | See Appendix | | |
| Organising Authority | Solo Offshore Racing Club Ltd | Event Website | www.offshoresolo.com/ | | |
| Director of Racing | Nigel Colley | Email | sorcsolo@gmail.com | | |
| | | Mobile | +44 7860 895736 | | |
| Race Officer - offshore | Kirsteen Donaldson | Email | kirsteen@jadeconsultants.co.uk | | |
| | | Mobile | +44 7803 162893 | | |
| Race Officer - inshore | Dave Giddings | Email | dave@jadeconsultants.co.uk | | |
| | | Mobile | +44 7714 242163 | | |
| Safety Officer | Richard Breese | Email | richardjbreese@gmail.com | | |
| | | Mobile | +44 7802 511103 | | |
| Operating Period | April 2017 – October 2017 | Number of boats | Between 15 and 60 boats | | |
| Operating Area | Solent, Coastal and Offshore | Type or Design | Monohulls and multihulls from 6 metres to 12 metres in length, most with auxiliary engines | | |
| VHF Channels | Races are conducted on channel 72 or (occasionally) 77. All usual marine channels are available to race committee when afloat. | | | | |
| Committee Call Sign | SORC Race Control | Authorities Informed | Date | Authorities Informed | Date |
| Inshore Race Director / Deputy Race Director | Nigel Colley / +44 7860 895736 nigel.deqcolley@gmail.com Simon Mitchell / +44 7850 588677 simonjmitchell@mac.com | ABP | 17/03/17 | Cowes HM | 17/03/17 |
| Offshore Race Director / Deputy Race Director | Rob Craigie / +44 7775 706626 robcc51@gmail.com Nigel Colley / +44 7860 895736 nigel.deqcolley@gmail.com | QHM | 17/03/17 | CG | 17/03/17 |
| PMS RA prepared by | Richard Breese | | | | |
| Supporting documents | On website www.offshoresolo.com/ Notice of Race and Sailing Instructions | | | | |

1. Introduction

The Solo Offshore Racing Club Ltd organises inshore, coastal and long distance solo yacht races in the Solent, English Channel, North & West Coast of France, Western Approaches and the Celtic Sea.

All boats are responsible for their own management and safety and for deciding whether to start or to continue in any race. Safety boats are not provided. All the boats are self-sufficient keelboats or multihulls with cabins, equipped to meet Category 2, 3 or 4 World Sailing Offshore Special Regulations as prescribed by the race or series concerned.

Recognising the special hazards of solo sailing, all skippers are strongly advised by the organisers to wear a life jacket with harness and to keep a PLB (Personal Locator Beacon) attached to themselves at all times from leaving the dock to returning, irrespective of the weather conditions.

The racing does not attract significant attention from non-participants.

2. Scope and aims of the document

This paper assesses the likely risks that will be encountered in the race area and defines the measures needed to reduce these to as low a level as reasonably practical.

3. Racing area

The annual Notice of Race gives the dates and times of races and the area of each race; the same information is reproduced in appendix I of this risk assessment.

Where a start area of Central Solent is mentioned, this will usually imply the line between Gurnard Cardinal and the shore to the West of Cowes (previously known as the JOG line).

In all other cases, the start will either be between a mark and a committee boat or land, or will use the SORC self-start procedure. The race officer will ensure that the chosen location is appropriate given any commercial traffic and or other events.

4. Risks and safety

There is a risk of collision and grounding, which is always present in sailing.

There is a risk of close-quarters situations between yachts racing and commercial vessels, particularly in the Port of Southampton Precautionary Area (see Appendix II) and in the shipping lanes of the English Channel.

There is a risk of injury to the crew of the yachts, most notably in cases of gear breakage, collision or whilst gybing (being hit by the boom).

Weather conditions such as very light or very strong winds or poor visibility may increase the above risks.

All the participating yachts are self-sufficient keelboats or multihulls from about 6 metres to 12 metres in length. Drafts are mostly up to 2 metres, but a few may draw 2.5 metres or more. All are required to carry VHF radios and safety equipment in line with World Sailing Offshore Special Regulations.

As is normal with events of this type, the majority of safety cover is provided by competitors on a mutual help basis. Even within the confines of the Solent, boats may be a few miles away from race management resources and if required, help is likely to be more quickly available from other boats nearby.

5. Risk assessment

The control measures listed in the risk assessment table were already in place before the existence of this document. Therefore, no attempt has been made to estimate risk before control measures were in place.

Risk Level “L” implies a low level of risk, either because the probable consequence is not serious or because the likelihood of an event taking place is very low.

Risk Level “M” implies a medium level of risk, either because the probable consequence is more serious or the likelihood of an event is greater.

| Type of Risk | Description of Risk | Location of Maximum Risk | Probable Consequence | Main Control Measures (Section 6) | Risk Level |
|-----------------------------|--|--|--|---|------------|
| Collision | 1.1 Racing boat with racing boat | Start line & rounding marks | Possible damage or injury | 1.2 1.3 1.7 1.12 1.13 3.8 3.11 | M |
| | 1.2 Racing boat with spectator boat | Solent | Possible damage or injury | 2.2 IRPCAS | L |
| | 1.3 Racing boat with cruising boat | Solent | Possible damage or injury | 2.2 IRPCAS | L |
| | 1.4 Racing boat with commercial vessel | Port of Southampton Precautionary Area (see Appendix II) & shipping lanes | Possible damage or injury | 1.2 1.6 1.7 2.2 2.7 3.3 3.4 3.6 3.10 3.12 3.13 | L |
| | 1.5 Commercial vessel with spectator or cruising boat | Solent | Possible damage or injury | IRPCAS | L |
| | 1.6 Spectator boat with spectator or cruising boat | Solent | Possible damage or injury | IRPCAS | L |
| | 1.7 Racing boat with obstruction (e.g. navigation mark) | At marks of course | Possible damage or injury | 1.13 3.11 | L |
| | 1.8 Racing boat with committee boat | At start | Possible damage or injury | 1.3 1.12 | L |
| Grounding or capsize | 2.1 Poor navigation | Out of deep water channels | Possible damage or injury | 1.1 3.8 3.12 | M |
| | 2.2 Result of rig or equipment failure or misuse | Solent & offshore | Possible damage or injury | 1.7 3.4 3.5 3.7 3.12 | M |
| | 2.3 Multihull capsize | | Probable need of external assistance | 1.7 3.4 3.5 3.7 3.12 | L |
| Boat damage | 3.1 Rig or equipment failure | | Minor to moderate damage | 1.7 3.4 3.5 | M |
| | 3.2 After grounding | | Nil to moderate damage | 1.9 2.3 2.6 | M |
| | 3.3 After collision | | Minor to severe damage | 1.9 2.3 2.6 | M |
| Personal injury | 4.1 Man overboard | | Possible injury, hypothermia or drowning | 1.11 2.3 2.5 3.1 | M |
| | 4.2 Injury impacting on rescue services | | Possible need for lifeboat, ambulance, or helicopter | 1.4 1.9 2.6 2.7 | L |
| Other risks | 5.1 High winds | | Possible gear damage, collision, injury or man overboard | 1.7 2.3 2.5 3.4 3.5 3.7 3.10 | M |
| | 5.2 High waves | Solent & offshore | As 5.1 | 1.7 2.3 2.5 3.4 3.5 3.7 3.10 3.12 | M |
| | 5.3 Fog | | Possible collision with damage or injury | 1.7 2.3 2.7 3.3 3.4 3.5 3.7 3.10 3.12 | M |
| | 5.4 Engine failure impacting on other traffic | | Possible collision with damage or injury, but other traffic responsible under IRPCAS | 2.6 2.7 3.12 | L |
| | 5.5 Close-quarters situation between racing boat & commercial vessel | Port of Southampton Precautionary Area (See Appendix II) & shipping lanes | Possible collision with damage or injury | 1.6 2.2 2.7 2.8 3.3 3.4 3.5 3.10 3.12 3.13 | M |
| | 5.6 Racing boat infringement of TSS | Casquets TSS, Dover TSS, TSSs in vicinity of Isles of Scilly & Fastnet TSS | Possible collision with damage or injury; possible legal action | 2.2 3.10 3.12 3.13 RRS IRPCAS | L |

6. Primary Control Measures & Assets

Planning

| Measure | Comments |
|--|--|
| 1.1 Use of tidal predictions | Decide on race area and design courses to suit tides. |
| 1.2 Limit competitor numbers | Provide organisational and race management capacity to suit numbers. |
| 1.3 Planning of starting sequences | Set class splits and start sequence so number of boats per start is appropriate. Provide some separation between starting faster boats and slower boats. |
| 1.4 Advance safety briefing with authorities | Liaise with relevant port and safety organisations. |
| 1.5 Advance briefing by the Race Officers | By oral or written briefing. |
| 1.6 Shipping movement monitoring | When racing in confined area, obtain shipping movement list from VTS by telephone, VTS website or routine radio broadcasts, and take into account when setting courses. Where possible, minimise racing in such areas. |
| 1.7 Weather monitoring | Be aware of weather forecast. If necessary, postpone or abandon some or all classes or set courses in more sheltered areas. SORC will generally not start a race when F8 or greater is forecast in the race area during the expected duration of the race. |
| 1.8 Manning | Ensure adequate competent personnel for race management. |
| 1.9 Emergency/contingency procedures | Establish action plan for foreseen circumstances (as described in Section 7 Incident Contingency Procedures or as briefed by the Race Director if different). |
| 1.10 Media management | Single contact to control information to media in an emergency. This is restricted to Race Officer, Race Director, or other Director of the company. |
| 1.11 Race management team welfare | Adequate clothing, equipment and provisions for the expected conditions. |
| 1.12 Start line | Set an appropriate start line for number and size of boats; locate start line away from areas of shipping / dense traffic. |
| 1.13 Liaise with other race committees | Endeavour to establish what other races are taking place and set race areas and courses to reduce potential conflicts as appropriate. |

Communications

| Measure | Comments |
|--|--|
| 2.1 Notice of Race | Advises preliminary details of event and conditions of entry. |
| 2.2 Sailing Instructions/ amendments | Instructions to competitors including the specification of governing rules. |
| 2.3 Safety requirements | Appropriate to the category of event, specify World Sailing Offshore Special Regulations to be met, any additional safety or construction requirements. |
| 2.4 Crew lists | Nominated contact for each boat. |
| 2.5 Shore and Committee Vessel signals | In accordance with World Sailing International Racing Rules of Sailing as amended by the Sailing Instructions – provide signals for cancellation, abandonment, and postponement. |
| 2.6 Radio communications | Require boats to carry VHF radio and specify channel in use with competitors. |
| 2.7 Communication with Authorities | When racing in shipping channels, monitor port control channel and communicate as necessary |
| 2.8 Mobile telephone | Communication between race management team and with outside contacts. |

Other control measures

| Measure | Comments |
|---|---|
| 3.1 Safety inspections | Reserve right to check on board safety equipment by race scrutineers |
| 3.2 Record starters | May be required later to find out which boats are unaccounted |
| 3.3 Postponement / abandonment of start | In the event of conflicting commercial shipping movements or unsuitable weather |
| 3.4 Abandonment during race | In the event of unsuitable weather or other factors requiring abandonment of one or more classes |
| 3.5 Shorten course | In the event of unsuitable weather or other factors requiring race to be shortened |
| 3.6 Race observers | Observers ashore monitor race progress. For offshore races, nominate a lead boat in each class |
| 3.7 Monitoring of weather / sea conditions | Ashore or afloat |
| 3.8 Finish line position and length | Appropriate to number and size of competing boats; due to the handicap spread of the fleet finishers are usually well spaced Set finish line avoiding areas of dense traffic & shipping Finish line will generally be a bearing and distance from a mark |
| 3.9 Retirement monitoring | Reporting by competitors and recording of retirements |
| 3.10 Course setting | If flexibility is possible, use areas based on weather and sea conditions; avoid sharp turns directly into shipping channels when practicable |
| 3.11 Mark rounding | Set courses to minimise opposite mark rounding, widely different approach/exit angles or large numbers of boats at the same time |
| 3.12 Course restrictions | Minimise use of areas with risk of interference with commercial ships, moored vessels or severe seas Consider before using areas with increased risk of grounding or unusually strong tide. |
| 3.13 Commercial vessel considerations | Co-operation with Statutory Harbour Authorities: penalise competitors infringing Bylaws, IRPCAS or other rules for avoiding close-quarters situations with commercial vessels Highlight to skippers the rules for "Small Vessels" transiting the Port of Southampton Precautionary Area (See Appendix II) |
| 3.14 Competitor mutual monitoring & support | Competitors are strongly encouraged to keep an eye out for other competitors who may be having difficulties and to provide mutual support in the event of an emergency; to this end, all competitors should actively monitor CH16 & CH72 to facilitate easy contact and avoid unnecessary action A competitor who suspends racing to investigate another competitor for whom they have genuine concern may apply for redress |

7. Incident contingency plan

Inshore Series – race control

Race control on the water for inshore races is the responsibility of the Race Officer of the day (RO). The RO or a delegated assistant race officer should record starters and retirements, monitor the fleet, shipping movements, and weather, and take early action if required. If a serious incident occurs:

- Keep a written log of events and communication
- Maintain contact by VHF or mobile phone with the appropriate emergency services and/or port authority; also as appropriate with those involved and other competitors
- Consider abandoning racing to free up resources

For a major incident, contact a Race Director or other Director of the club to act as the sole media spokesperson. In consultation with him, appoint a shore-side co-ordinator if appropriate.

Offshore Series RO Start – race control

Where Offshore Series races are being started by the RO, race control on the water **prior to the start** is the responsibility of the RO. The RO or a delegated race officer should record starters and retirements, monitor the fleet, shipping movements and weather and take early action if required. If a serious incident occurs:

- Keep a written log of events and communication
- Maintain contact by VHF or mobile phone with the appropriate emergency services and/or port authority; also as appropriate with those involved and other competitors
- Consider abandoning racing to free up resources

For a major incident, contact a Race Director or other Director of the club to act as the sole media spokesperson. In consultation with him, appoint a shore-side co-ordinator if appropriate.

After the start race control becomes the responsibility of the race director; however the RO will retain responsibility for collecting retirement and finish texts and passing this information to the race director using whatever means are appropriate to the situation.

Offshore Series Self Start – race control

Where Offshore Series races are started using the SORC self-start procedures, race control on the water is the responsibility of the Race Director. The Race Director will record persons who have reported that they will not start, retirements, and monitor the fleet, shipping movements, and weather, as far as practical and take early action if required. For offshore races, the main responsibility for monitoring during the race is as per control measure 3.14, competitor mutual monitoring and support, as the Race Director's ability to monitor will become progressively more difficult as the race progresses and the fleet spreads out; in addition, in most cases the race director will also be competing. If a serious incident occurs:

- Keep a written log of events and communication.
- Maintain contact by VHF or mobile phone with the appropriate emergency services and/or port authority; also as appropriate with those involved and other competitors
- Consider abandoning racing to free up resources.

For a major incident, contact another Director of the club to act as the sole media spokesperson. In consultation with him, appoint a shore-side co-ordinator if appropriate.

The RO will retain responsibility for collecting retirement and finish texts and passing this information to the Race Director using whatever means are appropriate to the situation.

Race committee safety

- Lifejackets to be worn on a committee boat in adverse weather, and on a RIB at all times
- Work within safety limits of committee boat and RIB, which may well be below those of competitors.

Adverse weather causing major concern for safety

- Notify the coastguard and/or port authority of the concern
- Signal abandonment by VHF and any other effective means
- Ask competitors to report by VHF or mobile when in safety
- If available, send RIB and/or committee boat to a safe location and monitor from there
- Check that the course area is clear, if conditions allow

Boat adrift in shipping channel or causing a blockage to the port

- Inform port authority
- If appropriate and available, send a craft to assist, but only tow if appropriate and competitor accepts responsibility.

Request for assistance – boat aground or dismasted

- Tell competitor to contact coastguard directly. Call coastguard if unable to do so.
- If appropriate, send a craft to assist, but only tow if appropriate and competitor accepts responsibility.

Request for assistance – boat sinking or on fire

- Tell competitor to contact coastguard directly. Call coastguard if unable to do so
- If appropriate and available, send craft to assist rescue of crew. Craft may tow sinking boat if appropriate and competitor accepts responsibility but must not attempt to deal with fire.

Request for assistance – competitor injury

- Tell competitor to contact coastguard directly. Call coastguard if unable to do so.
- If appropriate and available, send craft to assist.

Request for assistance – MOB (man overboard)

- Call coastguard
- Inform competitors of MOB and request any that are nearby to assist
- If appropriate and available, dispatch craft or committee boat to recover MOB

Sight of a distress situation

- Call coastguard
- Ask competitors, or other craft if available, to assist as appropriate

Concern for a competitor without actual indication of distress

- Ask competitors to attempt to contact vessel
- Ask coastguard if they have heard from vessel (make it clear that at this stage we are not declaring a distress situation)
- Contact the competitor's emergency contact
- If possible, contact a SORC Race Director or other Director of the club with details of the reasons for concern and information gathered to date and ask for further guidance
- If, with all the information available, there is still cause for concern, then this must be raised and discussed with the coastguard and elevated to a distress situation if warranted

Note: This paragraph **only** applies to situation where **uncertainty exists** – if it is known that a competitor is in distress then the first point of contact should be the coastguard as outlined in the paragraphs above.

8. Contact list

| Contact | VHF | Tel |
|---|----------|--|
| Ambulance | | 999 |
| Cherbourg (Port Chanterylene) | 09 | (+33) 02 33 87 65 70 |
| Cowes HM | 69 | 01983 293952 |
| Fecamp Port <i>Marina:</i> | 12 09 | HM: (+33) 02 35 28 25 53 |
| Hamble Radio | 68 | 01489 576387 |
| Le Havre | | (+33) 02 32 74 70 56 |
| Lymington HM | | 01590 672015 |
| Police | | 999 |
| Poole Harbour VTS <i>In emergency:</i> | 14 16 | 01202 440230 |
| Sea Start | M1 (37) | 0800 885500 |
| SORC Race Officer | 72 or 77 | 07803162893 Offshore 07714 242163 Inshore |
| SORC Race Director Inshore | 72 or 77 | 07860895736 |
| SORC Race Director Offshore | 72 or 77 | 07775706626 |
| SORC Safety Officer | | 07802511103 |
| Solent Coastguard | 16 or 67 | 999 or 023 9255 2100 |
| Southampton VTS <i>In emergency:</i> | 12 | 023 8033 0022 023 8060 8221 |
| St Vaast | | (+33) 02.33.23.61.00 |
| Yarmouth HM | 68 | 01983 760321 |

Emergency disembarkation locations in the Solent area

| Location | Landing point | Tel |
|-----------|--|---------------|
| Beaulieu | Buckler's Hard Yacht Harbour | 01590 616200 |
| Cowes | Cowes Yacht Haven (Red Funnel pier for ambulance) | 01983 299975 |
| Hamble | Harbourmaster's Jetty, Warsash | 01489 576387 |
| Lymington | Royal Lymington Yacht Club | 01590 672677 |
| Gosport | Haslar Marina | 023 9260 1201 |
| Yarmouth | Town Quay | 01983 760321 |

Appendix I: 2017 Schedule of Races

Times for the warning signals are in BST.

| Dates | Race | OSR Category | Start Area | Start Time ¹ | Distance / Duration ² |
|--|--|---------------|---|-------------------------|----------------------------------|
| Sat 25 Mar | On the water training | N/A | Central Solent | 10:00 | 6h |
| Sat 22 & Sun 23 Apr | Solent Shakedown (2 races) | 4 | Central / Western Solent | 10:00 | 4-6 h per race |
| Sat 20 May | RIOW Solo (Round the Isle of Wight) | 4 | Central Solent | 09:00 | 50 NM |
| Fri 2 Jun Sun 4 Jun Mon 5 Jun | Channel Weekend Cowes - Cherbourg - St Vaast - UK | 3 & life raft | Central Solent Cherbourg St Vaast | 18:00 13:00 07:00 | 72 NM 25 NM 75 NM |
| Sat 17- Sat 24 Jun | Channel Week | 3 & life raft | First start in Solent | TBA | TBA |
| Sat 15 Jul | Wolf Rock race | 3 & life raft | Central Solent | 1400 | 350 NM |
| Fri 18 Aug Sun 20 Aug Mon 21 Aug | Channel Weekend Cowes – Fecamp – Le Havre - Solent | 3 & life raft | Central Solent Fecamp Le Havre | 1530 1000 0700 | 90 NM 25 NM 85 NM |
| Sat 30 Sep Sun 1 Oct | Poole & back | 4 | Central Solent Poole Bay | 0800 1100 | 4-6 h per race |
| Sat 21 Oct | Laying up Race to Nab Tower | 4 | Central Solent | 0900 | 30 NM |

¹ Times are in BST and are approximate

² Distances and times are approximate

9. Appendix II: Port of Southampton Precautionary Area

The greatest risk of a close quarters situation or collision between a racing yacht and a commercial vessel is within the "Port of Southampton Precautionary Area" – this area is shown on the Chartlet 1 on page 2 of the attached Notice to Mariners.

The purpose of the "Port of Southampton Precautionary Area" is to define an area where special rules apply, which are in turn designed to give a larger margin of safety than the standard Colregs for both commercial vessels and small vessels operating in the Central Solent. These rules are defined and explained in the document "Notice to Mariners No3 of 2016 Port of Southampton Precautionary Area (Thorn Channel)".

The following interpretations of the rules contained in the NTM, are particularly relevant to racing yachts:

- If a vessel of more than 220 m in length is transiting the precautionary area, a racing yacht should NOT ENTER the Precautionary area unless it is doing so a safe distance astern of the larger vessel.
- If a vessel of more than 150 m in length is transiting the precautionary area, then a racing yacht may enter the Precautionary Area BUT they shall remain outside the Moving Prohibited Zone, which is defined as an area 1000m ahead and 100m either side of the larger vessel.

So, if a racing yacht is unsure whether a commercial vessel is under or over 220 m in length, then it makes sense to assume that it is over 220 m and remain clear of the entire Precautionary Area unless a safe distance astern of the commercial vessel.

It is also important to realise that commercial vessels operating in this area are doing so towards the limits of their manoeuvrability (hence the reason for these rules): however, despite these rules they WILL use all endeavours to avoid colliding with a yacht since such a collision would be a serious threat to life. HOWEVER if such avoiding action is taken by a large vessel operating towards the limits of its manoeuvrability in restricted waters, the consequences can be catastrophic, such as the vessel grounding or colliding with another vessel not involved in the original incident.

The problem and one of the reasons for the clear channel rule is that it is VERY difficult for a yacht to predict the course of a large ship but also and perhaps more importantly it is even MORE difficult for the large ship to predict the course of a sailing yacht. It will also have no idea whether the yacht is crewed by an experienced offshore racer who possesses full situational awareness or mum, dad and their small kids out on their new yacht for the first time with no idea of the danger they are in...

IF the large ship believes there is a collision risk then because of the limits to its manoeuvrability it will have to start any evasive action VERY early and in doing so can put itself or other vessels at risk.

Bottom line is – keep clear of the precautionary area if there are any ships about!!