

Royal Solent Yacht Club Risk Assessment for Prince Consort Race, 3rd June 2023

Introduction

The Prince Consort Race is an annual open event organised by the Royal Solent Yacht Club. It is part of the West Solent Series, and is competed for by Class 1&2 Cruiser Racers, Folkboats, and Dayboats (XOD and YOD). Competitors start at Yarmouth, round the Prince Consort Buoy to starboard, and finish at Yarmouth. Another mark in the Central Solent may be substituted for the Prince Consort if this is appropriate given the conditions. This year the race will start at 0900 on 3rd June 2023 the aim being that the fleet will reach Cowes before High Water Portsmouth 1153 (HW Cowes 1206) and preferably be able to take advantage of the westerly inshore current from 1106 onwards.

Hazard	No.	Description	Impact (I)	Likelihood (L) Before Measures	Level of Risk = I x L	Primary Control Measures	Final Risk Assessment
1. Collisions	1.1	Racing boat with racing boat	2	2	4	Racing Rules of Sailing, Sailing Instructions. Collision Regulations	4
	1.2	Racing boat with cruising boat	2	2	4	Collision Regulations	2
	1.3	Racing boat with commercial vessel	3	2	6	Advance safety consultation with authorities, supplementary briefing about Cowes and Southampton Bylaws for competitors to add to Sailing Instructions. Collision Regulations	3
2. Groundings or Capsize	2.1	Poor navigation	2	2	4	Safety information on official notice boards, all boats report problems by VHF to RSYC support vessels.	2
	2.2	Result of rig or equipment failure	2	2	4	All boats report problems by VHF to RSYC support vessels	2
3. Boat Damage	3.1	Rig or equipment failure	2	2	4	All boats report problems by VHF to RSYC support vessels	2

Hazard	No.	Description	Impact (I)	Likeli-hood (L) Before Measures	Level of Risk = I x L	Primary Control Measures	Final Risk Assessment
	3.2	After grounding	3	2	6	Safety information on official notice board, all boats report problems by VHF to RSYC support vessels.	3
4. Personal injury	4.1	Man overboard	3	2	6	Carrying of lifejackets on board will be mandatory. If the weather requires the wearing of them, this will be specified by the race officers. All boats report problems by VHF to emergency services and RSYC support vessels.	4
	4.2	Injury impacting external rescue services	3	1	3	VHF communication with emergency services.	2
5. Other Hazards	5.1	High winds or waves	2	2	4	Monitoring of weather conditions by observers, race not started if forecast inappropriate.	2
	5.2	Fog, calm, and drifting onto obstructions	2	2	4	Boats encouraged in supplementary briefing to use engines if necessary, race can be abandoned as last resort. Day boats to carry anchors to prevent drifting and there will be RSYC support vessels monitoring the fleets progress.	2
	5.3	Shipping movements	3	2	6	Advance safety consultation with authorities, supplementary briefing about Cowes and Southampton Byelaws, General Directions and Local Notices to mariners for competitors to add to Sailing Instructions.	3

	5.4	Fatigue	2	2	4	Race start timed to make maximum use of favourable tide.	2
	5.5	Engine failure impacting on other traffic	2	2	4	Use of VHF to RSYC support vessels and emergency services.	2
6. Communication	6.1	Communicating problems	2	2	4	All boats are required to maintain a listening watch on Channel 72 at all times.	1

Impact - Life	1 = Minor First Aid. 2 = Paramedic or Ambulance. 3 = Serious Injury or Fatality.
Impact - Property	1 = Minor Damage. 2 = Repairable Damage. 3 = Total Write-Off.

		IMPACT			
		Major	Minor	Negligible	
		3	2	1	
LIKELIHOOD	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

Comments on Control Measure

A copy of this Risk Assessment will be sent to the Cowes and Southampton Harbour Authorities prior to the race, and further consultation with the authorities will take place if required.

Racing will be held under the ISAF Racing Rules of Sailing, amended where appropriate by the Sailing Instructions for the race. A briefing will take place at the RSYC Club house before the race. A supplementary briefing note will be sent by e-mail to all competitors drawing their attention to the importance of the Regulations for the Prevention of Collisions at Sea, and the Cowes and Southampton Bylaws.

Additional safety information will be posted if required on the RSYC website and e-mailed to competitors who are not coming from Yarmouth.

The time limit for the race is five hours, which, given the tidal conditions, should be achievable by all competitors.

All boats in the race have engines apart from XOD and YOD Dayboats. The pre-race briefing, and the Sailing Instructions will encourage boats with engines to use them if a potentially dangerous situation arises with a commercial vessel **without incurring a penalty.**