

Distribution: QHM Portsmouth  
Solent Coastguard  
Brittany Ferries  
Wightlink  
All competitors

Victory Class Ltd  
**Port Marine Safety Risk Assessment**  
Issued by Victory Class Ltd – March 2017





## QHM Risk Assessment Template

Medium Event Category

Distribution list:

- QHM Portsmouth
- ABP Southampton
- Coast Guard
- Police
- Ambulance
- Fire & Rescue
- Portsmouth Council
- Local Ferry Companies

**CLUB/ GROUP/ ORGANISER:** Victory Class Ltd

**EVENT TITLE:** Sailing Events 2017

**DATE/S:** April to December 2017

## **1. INTRODUCTION**

- 1.1. The Victory Class are a class of one design keelboat based in Portsmouth Harbour with the boats generally berthed at Haslar Marina, the swinging moorings off the Gosport Ferry Pontoon (Gosport side) and within the Camber. The boats are circa 6m long with a Bermuda rig and draw 0.75m.
- 1.2. Racing for the boats is organised by the Victory Class (VC) and generally takes place to the West of the harbour entrance and adjacent to the Haslar Wall. Racing is held on Tuesday and Thursday evenings as well as on Saturdays. There a few additional races scheduled outside these times. Organised racing is held from April to November. The average fleet size is ten boats.
- 1.3. All boats sail under the rules of the Victory Class which requires certain mandatory safety equipment to be carried including VHF radios and a hand-held flare pack. Under the rules all boats are required to carry an operational outboard while racing.
- 1.4. The type of racing organised does not attract significant attention from non-participants.
- 1.5. There is a risk of collision and grounding which is always present in sailing.
- 1.6. There is a risk of injury to the crews of the yachts, most notably in cases of gear breakage, collision or Man-Overboard (MOB).
- 1.7. The location of the race area and the close proximity of other Victory Class Yachts means that additional safety cover is not deemed necessary.
- 1.8. 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.

## **2. Race Timing**

- 2.1. The races will start as notified in the annual fixture list.

## **3. Event Area:**

Racing will take place within the Eastern Solent or in Portsmouth Harbour as stated within the fixture list.

**4. Finish of Event:**

Outside the harbour: Haslar Wall signal station or committee vessel

Inside the harbour: Committee vessel

Note: There is provision within the Sailing Instructions for races to be shortened at turning marks in the race. This may be necessary due to adverse weather or shipping movements.

**5. Manning and Race Control:**

Haslar Wall Signal Station or Committee vessel operating on Channel 15.

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**6. Risk Assessment:**

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**Notes:**

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Event Title: Sailing Events 2017 QHM Risk Assessment

Medium

Event Category

Event Title: <i>Victory Class Racing 2017</i>		Date(s) of Event: <i>April to December 2017</i>		Is a Local Notice to Mariners (LNTM) Requested? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO Is a draft LNTM included in submitted documentation? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Event Operating Area: <i>Eastern Solent and Portsmouth Harbour</i>		Event Timeframe/Operating Period: <i>April to December 2017</i>		
Number of participating vessels/craft/ persons:		Vessel type/s or design: <b>Sailing Yachts</b>		
Organising Company/ Club/ Group: <i>Victory Class Ltd</i> Telephone No: 07734 430102 (Russell Mead – Sailing Secretary)		Class Website: <a href="http://victoryclass.org.uk">http://victoryclass.org.uk</a>		
Event Officer: This is carried out on a rota basis. Details attached.		Email: <a href="mailto:rmead@ymail.com">rmead@ymail.com</a>		
Event Officers Mobile Phone No:		Authorities Informed:	If any additional documents submitted with this Risk Assessment please list.	Date Submitted:
VHF Channel/s to be used and monitored during event: 15		QHM		30/03/2017
Event Committee VHF Call sign: <i>“Victory Class Committee”</i>				___ / ___ / ____
QHM Risk Assessment Prepared by: <b>Russell Mead – Sailing Secretary</b>				___ / ___ / ____
QHM Risk Assessment prepared date: <b>15 March 2017</b>				___ / ___ / ____
Additional Comment/ Other:				

LIKELIHOOD OF OCCURRENCE	Highly likely = 3	3	3	6	9
	Likely = 2	2	2	4	6
	Unlikely = 1	1	1	2	3
Likelihood of Occurrence x Risk Consequence = RISK FACTOR		1	2	3	
		First Aid only/ Minimal Damage to asset = 1	Paramedic or ambulance/ Repairable Damage to asset = 2	Serious Injury or Death/ Total Write- Off of asset = 3	
		<b>RISK CONSEQUENCE</b>			

<b>1</b> =	<b>2</b> =	<b>3</b> =	<b>4</b> =	<b>6</b> =	<b>9</b> =
<b>Minimal Risk</b>	<b>Minimal Risk</b>	<b>Moderate Risk</b> (further control measures required to keep risk as low as reasonably possible)	<b>Moderate Risk</b> (further control measures required to keep risk as low as reasonably possible)	<b>High Risk</b> (further control measures required before QHM approval)	<b>Unacceptable Risk</b>

No	Description of Hazard	Likelihood of risk occurring	Risk Consequence	Risk Factor	Primary control Measures* (choose from the "standard list" overleaf or add your specific control measures to list)	New Likelihood of risk occurring	New Risk Consequence	Final Risk Factor Assessment	
		<b>A</b>	<b>B</b>	<b>A x B =</b>		<b>C</b>	<b>D</b>	<b>C x D =</b>	
<b>EXAMPLE</b>	N/A	Race craft collide with another race craft	2	2	4	Boats race under ISAF rules Weather conditions are reviewed prior to boats launching	2	2	4
1. Vessel interaction	1.1	Racing boat with another racing boat	2	2	4	Boats race under ISAF rules Weather conditions are reviewed prior to boats launching	2	2	4
	1.2	Racing boat with cruising boat	2	2	4	Weather conditions are reviewed prior to boats launching	1	2	2
	1.3	Racing boat with commercial vessel	2	2	4	Weather conditions are reviewed prior to boats launching Courses available via the standard sailing instructions minimise transits of shipping channels	1	2	2
2. Navigation	2.1	Rig or equipment failure	3	6	18	All boats are required to carry a VHF radio capable of receiving and transmitting on relevant channels including Channel 16 All boats are required to carry an outboard engine	2	2	4
	2.2	Grounding	1	3	3	All boats are required	1	2	2

						to carry an outboard engine			
3. Weather	3.1	Weather: wind, waves	3	2	6	Weather conditions are reviewed prior to boats launching	1	2	2
	3.2	Cancellation of event	3	2	6	Weather conditions are monitored by the OOD before and during the races	1	2	2
4. Person	4.1	Man overboard	3	6	18	All boats are required to carry a VHF radio capable of receiving and transmitting on relevant channels including Channel 16 All boats are required to carry an outboard engine.  Proximity of other racing boats and the fact that they are slow moving further mitigates this risk.	3	1	3
	4.2	Injury impacting on external rescue services	2	6	12	All boats are required to carry a VHF radio capable of receiving and transmitting on relevant channels including Channel 16 All boats are required to carry an outboard engine.	1	2	2
	4.3	Medical emergency	2	6	12	All boats are required to carry a VHF radio capable of receiving and transmitting on relevant channels including Channel 16 All boats are required to carry an outboard engine.  All boats are required to carry basic safety equipment.	1	2	2
	4.4	Fatigue	2	6	12	All boats are required	1	2	2



						to carry an outboard engine. Weather conditions are monitored before and during racing. The length of races / time on the water is considered as part of this.			
	4.5	Engine failure	2	2	4	Victorys use their sails as the primary means of propulsion. All Victorys are required to carry a towline in the event of failure of their outboard engine.	1	2	2
	4.6	Tide/ Tidal flow	2	2	4	All boats are required to carry an outboard engine. This is to enable yachts to enter and leave the harbour in the event of adverse tidal conditions.	1	2	2