

Medway Yacht Club 2025 Keel Boat Regatta

**June 13th to June 15th.
Port Marine Safety Risk Assessment**

Distribution:

Peel Ports Medway Ltd.
Event Race Officers.

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Port Marine Safety Risk Assessment

Medium Event Notification

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| Event: | Medway Yacht Club (MYC) Keel Boat Regatta. |
| Organising Authority: | Medway Yacht Club Regatta Committee. |
| Principal Race Officer: | Mr Philip Clarabut |
| Operating Period: | 18.00 21.30 on 13 th June 2025. 09:00 to 18:00 on 15 th June 2025. |
| Operating Area: | River Medway and Thames Estuary. Admiralty chart numbers SC2482, SC1185 & SC1834 |
| VHF Channel(s): | 72, 37 (M), 74. 69. |
| Committee boat name/call sign: | Moonshine Call sign:MMMS8. |
| Committee Boat Call sign: (For competitors) | Offshore One. VHF 72 (main) – Ch37 (M), M2. |
| Safety Co-ordinating boat: | Saxon VHF Ch 37, 72 (main) 74, M2 & 69 when required. Call Sign 2FKM8 |
| PRO Mobile Phone No: | 07990 516785 |
| MYC Club Telephone No: | 01634 718399. |
| PMSRA Prepared by: | Mr Peter Aird (MYC). |
| Supporting Documents: | Medway Yacht Club Sailing programme & Duty Lists. Medway Yacht Club Responsibilities, Major Incidents and Emergencies document (2024). Medway Yacht Club Keel Boat Regatta: Notice of Race, Entry Form & Sailing instructions. |
| Date(s) of Event: | 13 th - 15 th June 2024 |
| Event Website: | www.medwayyachtclub.com |
| Email: | office@medwayyachtclub.com |
| Number of Boats: | Not more than 40 |
| Type or design: | Keel Boats, Note – class rating number breaks may vary before the start of the event. YTC Class 1 <940 YTC Class 2 >939 YTC Class 3 White Sail Cruiser Class divisions may be amended. International Dragon, Squibs Sonata |
| Authorities Informed: | Peel Ports Medway, |

Introduction.

This is an annual event organised by the Medway Yacht Club for keelboats of all descriptions. It will be raced over 3 days with a short warm up evening race on the 13th prior to the start of the main regatta on the 14th.

Being an open meeting it is open to all classes of keelboats providing competitors have first gained permission from the race office, completed the necessary entry forms and conforms to the Sailing Instructions/IRPCS/Statutory Instruments/local byelaws and RRS.

Historically the event would attract a maximum of 30 boats with crew compliments from 2 – 12 and boats varying in size from 18 feet to 45 feet with Squibs, Sonatas, Dragons and Cruisers with either YTC, IRC or PYN numbers.

The Medway Yacht Club has successfully run this event for a number of years with the following resources: Club office, Race office, Central race box, 38' Committee boat, 31' Line boat both of which are capable of starting and finishing races, minimum of 2 RIB's for general Patrol duties as well as commercial shipping escort, further RIB's for general duties/towing, Displacement boat(s) for Patrol duty/towing.

An experienced Regatta Race Management Team.

1. Starts.

The evening start on the 13th will take place from the MYC line (vicinity of Medway No 32 buoy). There after all morning starts will take place on the R. Medway in the general area of Gillingham Reach, Pinup Reach, Long Reach. Afternoon starts will vary in position according to weather conditions but should not be below the S. Kent buoy.

The starting line will be between the Committee Boat and an Orange Race Mark. The length of the line will be to RYA prescriptions.

The starting order and starting times will be as laid out in the Notice of Race. However the Race officer has the ability to start multiple classes.

2. Racing Area

The general racing area can be described as the River Medway and Thames Estuary. Admiralty chart numbers (SC) 1185, 2482, 1834 would cover the entire racing area. Due to the fact that this covers both the Medway and Thames Navigation Area we maintain a listening VHF watch on VHF Ch 74 Medway Port Operations (Medway VTS), and on Ch 69 Port Control London when required and at the same time have available RIB's to act as escort on commercial vessels. These RIB's can be identified when on escort duty because they will fly a Naval Numeral "Zero" flag as well as ICF Number 9. No competitor(s) to pass between a RIB flying these flags and the bows of the commercial vessel. The impact on Port Operations is minimal.

3. Finishing area(s)

All finishes should be in the R. Medway with times varying according to length of race and weather conditions.

| Description of Risk | Level of Risk High Med Low | Risk Management Strategy | Body/Person Responsible for Implementation |
|--|--------------------------------------|--|--|
| Weather | M L. with man. Strategy | CRO will select courses, however, skippers are reminded that it is their sole responsibility as to whether to race in the prevailing conditions. CRO may fly “Y” flag, all crews to wear personal buoyancy. Fog: Delayed start and review. Calm: Treat as Fog. Electrical storm: Treat as fog | Race Management Team Chief Race Officer Skippers |
| Shipping | L | Specific Instructions given in the Sailing Instructions requiring skippers to stay clear of ship traffic. Race Management to stay in contact with Port Authority for commercial traffic movements. Escort boats provided where necessary. IRPCS and local byelaws apply at all times. | Skipper Race Management team |
| Individual vessel safety inc man overboard | L | Owners must have 3 rd party insurance. Additionally Owners/Skippers must declare that the vessel and its safety gear is maintained and fit to race in the prevailing conditions. Personal Floatation Devices for everybody on-board. Skipper must brief all crew as to the use/location of the safety equipment. Skippers must immediately inform race committee of any MOB situation. All crew to be fit to take part and not under the influence of alcohol or drugs. Boats must carry a functioning VHF radio. | Owner/Skipper |
| Running Aground | M L. with man. Strategy | Vessels to observe soundings and not tack to close to shallow water. Observe position at all times. Support boats to monitor the fleet by sight and VHF for groundings and offer towing assistance if required. It is recommended that skippers have up-to-date charts of the racing area. | Skipper Race Management Team |

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|---------------------------------|---|---|------------------------------------|
| Collision | M L. with man. Strategy | Risk of collision between racing boats is considered minimal, with the highest risk being on the start line. RYA recommendations on line length to apply. Collisions should result in repairable damage and the possible use of First Aid only. Different class boats waiting for their starting sequence to stay clear of line/boats that are on their starting sequence. Risk of collision between racing boats and other vessels should be minimal. IRPCS and local byelaws to apply at all times. | Skipper Race Management Team |
| Abandonment Shortened Course | L | Abandonment due to weather or other factors. Patrol boats to monitor competitors and report to race officer. Ports Authority informed of abandonment and again when all racing boats accounted for. Shortened course/abandonment as RRS and Sailing Instructions apply. | Race Management Team |
| Safety of fleet/competitors | M L with man. Strategy | Courses will be set taking into consideration the sea keeping qualities of different classes. In an emergency the Medway Yacht Club Responsibilities, Major Incidents and Emergencies document (2025) to be implemented. Skippers are reminded that it is their sole responsibility to ensure that they are aware of any local byelaws or NTM's in force during the event. Copies of NTM's displayed on club notice board. | Race Management Team. Skippers. |

| Hazard affecting PMS | 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 | Competitor with Competitor | Medium | 3 | 2 | 6 | 1.2, 1.5, 2.2, 2.6, 3.2, 3.3, | Med |
| | Competitor with Commercial vessel | Medium | 3 | 2 | 6 | 1.8, 2.2, 2.6, | Low |
| 2. Stranding | Poor Navigation | Low | 2 | 1 | 2 | 2.5, 2.7, 2.8, 3.3 | Low |
| | Result of equipment failure | Low | 2 | 1 | 2 | 2.7, 2.8, 3.3 | Low |

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|--------------------|-------------------------------------|--------|---|---|---|------------------------------------|------------|
| 3. Boat Damage | Rig or equipment failure | Medium | 3 | 2 | 6 | 2.7, 2.8, 3.3 | Med |
| | After grounding | Low | 2 | 1 | 2 | 2.7, 2.8, 3.3 | Low |
| | Due to heavy weather or fog | Low | 2 | 1 | 2 | 1.5, 2.7, 2.8, 3.3, 4.1, 4.2, 4.5, | Low |
| 4. Personal Injury | Man Overboard | Low | 2 | 1 | 2 | 2.7, 2.8, 3.3, | Low |
| | Injury impacting on rescue services | Low | 2 | 1 | 2 | 2.7, 2.8, 1.7 | Low |
| 5. Other Hazards | Gale conditions | Medium | 2 | 1 | 2 | 1.6, 1.7, 3.3 | Low |
| | Heavy or confused seas | Medium | 2 | 1 | 2 | 1.6, 1.7, 3.3, 3.5 | Low |
| | Bad visibility | Medium | 2 | 1 | 2 | 1.6, 1.7, 3.3 | Med |
| | Shipping lanes | Low | 2 | 1 | 2 | 1.5, 2.2, 3.3, 3.4, 4.4, | Low |
| | Fatigue | Low | 2 | 1 | 2 | 3.3 | Low |
| | | | | | | | |

N & M: **1** = First Aid only; **2** = Paramedic or Ambulance; **3** = Serious injury or Death.

| | Measures | General Comments | Specific Comments Measures & Assets |
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| 1. Planning | | | |
| 1.1 | Use of Tidal Prediction Information | The starts have been timed to suit tidal streams. | Courses set to allow for tidal flows. |
| 1.2 | Planning of starting sequences. | Multiple class starts. | Race officials experienced in multi class starts. |
| 1.3 | Advance briefing of race officials. | By verbal or written instructions. | Race officials experienced in running regattas |
| 1.4 | Advance briefing with Authorities. | Appropriate authorities given written information prior to start. | Present PMS Risk Assessment with subsequent updates as requested. |
| 1.5 | Obtain planned shipping movements from Ports Authority. | Maintain permanent VHF listening watch of ports channel. (VHF Ch 74). Supply escort boats where required. | Contact Medway VTS as and when required. Inform Medway VTS that Saxon is the point of contact regarding shipping movements. |
| 1.6 | Weather monitoring. | The Race officer to obtain detailed weather information before start. Forecast is displayed on race notice board. | Brief outline of that day's weather forecast given on Ch 37 prior to the start of the days racing. Racing may be abandoned if weather is too heavy for various classes. Inform the necessary authorities. |
| 1.7 | Manning. | MYC will ensure adequate competent race officials for the event management. | Race officials are experienced sailors. A number of race officials hold current RYA First Aid certificates. |
| 1.8 | Emergency/Contingency procedures. | Establishment of Responsibilities, Major Incidents and Emergencies document for emergency situations. | Issue Medway Yacht Club Responsibilities, Major Incidents and Emergencies document (2024) to key personnel. |
| 1.9 | Media Management. | Establish one point of contact to control information for press, TV and radio especially in the event of an emergency. | T.B.A |
| 1.10 | Race Management Team Welfare. | Make sure race management team are equipped for the event. | Packed lunches and drinks provided for all patrol boat crews |

| 2. Communications | Measures | General Comments | Specific Comments Measures & Assets |
|--------------------------|---|--|--|
| 2.1 | Annual Programme & Notice of Race. | Advises preliminary details of race and conditions of entry plus safety requirements and special regulations for entries | Entry form and Notice of race is available to all owners before the event. |
| 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, regulations and local byelaws exist and are referred to in the race data and entrants are advised that these must be adhered to. NTM's displayed on MYC notice board. |
| 2.3 | Competitors shore contacts. | Competitors are requested to submit a shore-side contact that will be available throughout the event. | Shore-side contact will have details of the entire crew of the boat and their next of kin. |
| 2.4 | Committee Boat signals. | Signals for postponement and other control of the starts as per ISAF International Rules of Racing and Sailing Instructions. | All race starts and other instructions will be given by VHF and in addition by flag and sound signals. |
| 2.5 | Use of personnel buoyancy and safety equipment. | Use/carrying of these are clearly stated in the MYC Safety Policy Doc. / RORC/EAORA/Sail East and class associations Special Regulations. | Race officials may carry out random spot checks. Penalties exist for those boats not conforming. |
| 2.6 | VHF Radio Announcements. | Radio contact with competitors and race officials on a designated VHF frequency. | At Start and at the end of the race. Ch 72. Course and weather information given at specified times. |
| 2.7 | VHF communications during the race. | Designated VHF channel(s) for contact with Race Management team or in the event of an emergency. | Yachts that do not start or retire are asked to contact Offshore One (Ch 72) or Saxon (72 or 37) Or in emergency, Medway VTS (Ch 74), Thames CG (Ch 16 –67). PLA (Ch 69). |
| 2.8 | Mobile Telephones. | Communications between race officials and occasionally race competitors. | Communications possible up to 10 miles offshore, excepting normal mobile telephone signal generation. |

3. Control Measures before Start

| | Measures | General Comments | Specific Comments Measures & Assets |
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| 3.1 | Safety Inspections. | Random spot-checks of the on-board safety equipment may be carried out by race officials before and after the race(s). | Owners are aware that failure to comply with requirements may lead to penalties. |
| 3.2 | Length of the starting & finish lines. | Matched to competitor numbers as per RYA recommendations. | To reduce the risk of racing boat to racing boat collisions on the line(s) |
| 3.3 | Suitability of crews to enter the race | Competitors are reminded of the need for the consideration of adequate number, experience and physical fitness to cope with race conditions. | Owners are reminded that no competitor to have their abilities impaired by the use of alcohol or drugs. It is the owners sole responsibility to decide whether to start a race. |
| 3.4 | Marshalling Boats/Patrol and escort Vessels. | Safety Patrol vessels for control of competitors in the event of shipping before and during starting sequence and during the race(s) | Escort vessel will fly flag Naval Numeral Zero + ICF 9 when on station. No competitor to pass between escort and ship. No competitor to cause “perceived” danger to navigation of escorted vessel. Penalties exist for those boats that do not comply. |
| 3.5 | Course Setting. | CRO will select courses with weather and sea keeping qualities of racing vessels in mind. | Courses announced on VHF Ch 72 and WhatsApp. Saxon to repeat courses as required on VHF Ch 37. |

4. Additional Control Measures After Start and during race.

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| 4.1 | Abandonment | In event of adverse weather or other factors | CRO is experienced in running similar events. As per IRRS and Sailing Instructions. |
| 4.2 | Shortening/Change of Course | In the event of lack of wind or other factors | Minimum of 2 boats able to shorten course. As per IRRS and Sailing Instructions. |
| 4.4 | Escort Vessels | MYC vessels and other boats | Both fast planning and displacement hulled boats used as patrol/escort/towing vessels. |
| 4.5 | Monitoring of weather and sea conditions | By communications with escort boats and ports authority. | |
| 4.6 | <i>Intentionally left blank</i> | | |

5. Additional Control Measures at Finish.

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|-----|---------------------------|--|--|
| 5.1 | Layout of finishing line. | Deployed to take account of competitor numbers as per RYA recommendations. | Information given to competitors as to location and description of the finishing line. |
| 5.2 | Retirement Monitoring. | Vessels are required to report their retirement to race officials. | In the event that race officials cannot be contacted competitors should contact Medway Ports or Thames CG on the relevant VHF channel. |
| 5.3 | Race Declaration. | Vessels are required to submit a declaration after finishing. | Assists in monitoring safe completion of race. Race HQ has shore-side contact with number for competitor. |
| 5.4 | Use of engine. | Race rules stipulates when an engine may be used to minimise emergencies. | Competitor(s) to report use of engine to race committee. |