

2020 Programme of Racing Medium Event Summary

Revision Final / Date 14th April 2020

Event	SORC Racing season 2020	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 / Assistant Race Officer - offshore	Kirsteen Donaldson/ Dave Giddings	Email	kirsteen@jadeconsultants.co.uk dave@jadeconsultants.co.uk		
		Mobile	+44 7803 162893 +44 7714 242163		
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 2020 – October 2020	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	Simon Mitchell / +44 7850 588677 simonjmitchell@mac.com Nigel Colley / +44 7860 895736 nigel.deqcolley@gmail.com	ABP		Cowes HM	
Offshore Race Director / Deputy Race Director	Donald Macdonald / +44 7775 750961 donaldsailing@outlook.com Nigel Colley / +44 7860 895736 nigel.deqcolley@gmail.com	QHM		UK CG	
PMS RA prepared by	Richard Breese	Irish CG			
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.

COVID-19

SORC is monitoring and complying with evolving government, port authority and RYA restrictions and guidelines with respect to the COVID-19 pandemic. In accordance with these, SORC has implemented a rolling program of postponements and cancellations to the season schedule. All racing up to 16 May 2020 is abandoned. Thereafter, SORC will keep the situation under review; further abandonments and/or re-scheduling are possible. Refer to the SORC website for up-to-date information (www.offshoresolo.com).

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.

This paper also documents and provides access to SORC's Incident contingency plans which should be followed by race officials and competitors in the event of an incident, as well as providing a contact list for the main ports visited and disembarkation locations in the Solent.

Links to contingency plans, contact list and disembarkation areas can be found below:

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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 be 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. For offshore races, these require in addition an AIS transponder and a personal AIS beacon.

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 capsizes		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

Type of Risk	Description of Risk	Location of Maximum Risk	Probable Consequence	Main Control Measures (Section 6)	Risk Level
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, 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 Notice of Race	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 & QHM Portsmouth by telephone, 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 or if winds are consistently over or reliably forecast to be over 25 knots for a prolonged time in the race area.
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 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 a 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
-
- 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
- Inform other competitors of the situation and request any that are nearby to assist if possible

Request for assistance – boat aground or dismantled

- Tell competitor to contact coastguard directly; Call coastguard if unable to do so
- Inform other competitors of the situation and request any that are nearby to assist if possible

Request for assistance – boat sinking or on fire

- Tell competitor to contact coastguard directly, Call coastguard if unable to do so
- Inform other competitors of the situation and request any that are nearby to assist if possible

Request for assistance – competitor injury

- Tell competitor to contact coastguard directly; Call coastguard if unable to do so
- Inform competitors of the situation and request any that are nearby to assist if possible

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
 - Inform port authority of the boat not under control
- Once MOB has been recovered***
- Liaise with the port authority and coastguard regarding recovered of the MOB's boat
 - If appropriate, send a craft to assist, but only tow if appropriate and competitor accepts responsibility.

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 applies **only** 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 & Disembarkation Locations

Contact	VHF	Tel
Ambulance		999
Cowes HM	69	01983 293952
Hamble Radio	68	01489 576387
Falmouth Harbour Radio (office hours)	12 14	
Falmouth Coastguard		999 020 381 72630 (administrative)
Irish Coastguard		112; 999 353(0)1 662 0922/0923
Le Havre		(+33) 02 32 74 70 56
Lymington HM		01590 672015
Police		999
Poole Harbour VTS	14 16	01202 440230
Poole Quay Boat Haven	80	01202 649488
QHM Portsmouth	11	02392 723694
Sea Start	M1 (37)	0800 885500
SORC Race Officer Inshore	72 or 77	07714 242163
SORC Race Officer Offshore	72 or 77	07803 162893 / 07714 242163
SORC Race Director Inshore	72 or 77	07860 895736
SORC Race Director Offshore	72 or 77	07775 706626
SORC Safety Officer		07802 511103
Solent Coastguard	16 or 67	999 or 023 9255 2100
Southampton VTS <i>In emergency</i>	12	023 8033 0022 023 8060 8221
St Peter Port Control	12	01481 720481
St Peter Port Victoria Marina	80	01481 725987
Weymouth HM	12	01305 838423
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
Gosport	Haslar Marina	023 9260 1201
Hamble	Harbourmaster's Jetty, Warsash	01489 576387
Lymington	Royal Lymington Yacht Club	01590 672677
Portsmouth	Portsmouth Town Camber	02392 723694
Southampton	Southampton Town Quay	02380 234397
Yarmouth	Town Quay	01983 760321

Appendix I: 2020 Schedule of Races

Times for the warning signals are in BST or as indicated.

Dates	Race	OSR Category	Start Area	Start Time ¹	Distance / Duration ²
Fri 17 Apr	Training Day (ending Portsmouth)	4	Central Solent	10:00	4hrs
Sat 18 & Sun 19 Apr	Solent Shakedown (2 races)	4	Eastern Solent Hayling Bay	10:00 10:00	4 – 6hrs per race
Fri 1 May - Sun 3 May	Solent to Weymouth & Back	3 + Life Raft	Central Solent Weymouth Bay	18:00 10:00	Overnight 4-8 h
Sat 16 May	RIOW (Round the Isle of Wight)	4	Central Solent	07:30	50NM
Fri 29 May – Sun 31 May	Solent to Le Havre and back	3 + Life Raft	Central Solent Le Havre	19:00 TBD	85 NM per race
Sat 4 July	Solent to Falmouth	3 + Life Raft	Western Solent	11:00	140 NM
Tue 7 Jul – Fri 17 Jul	Celtic Sea Challenge ³	2	Falmouth	See Footnote ³	See Footnote ³
Sat 1 Aug – Sun 2 Aug	Poole & back	4	Central Solent Poole Bay	1000 1200	4 – 6hrs per race
Fri 28 Aug – Mon 31 Aug	Solent to Guernsey Round Sark Guernsey to Solent	3 + Life Raft	Central Solent St Peter Port St Peter Port	1800 TBA TBA	95 NM 25 NM 95 NM
Sat 26 & Sun 27 Sep	Western Solent / Christchurch Bay	4	Central Solent Western Solent	10:00 10:00	4-6hrs per race
Sat 10 Oct	Nab Tower Race	4	Central Solent	08:30	Nab & back

1 Times are in BST and are approximate

2 Distances and times are approximate

3 A series of race courses appropriate to the forecast conditions will be set that is intended to include SW Ireland, and finishing in SW England (Plymouth or Falmouth).

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” – as shown in the chartlet on the following page.

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 [Southampton Harbour Byelaws](#) – 11. Moving Prohibited Zone, which states:

Moving Prohibited Zone.

11.(1). In this byelaw - “the Precautionary Area” means the main navigable channel which lies between an imaginary line drawn between Prince Consort and South Bramble Buoys and an imaginary line drawn between Black Jack and Hook Buoys;

“Moving Prohibited Zone” means an area extending 1000 metres ahead and 100 metres either side of any vessel of over 150 metres length overall while it is navigating within the Precautionary Area.

(2) The master of a small vessel shall ensure that the vessel does not enter a Moving Prohibited Zone.

(3) For the purpose of indicating the presence of the Moving Prohibited Zone the master of any vessel of over 150 metres length overall shall display on the vessel, where it can best be seen, by day, a black cylinder, and, by night, 3 all round red lights in a vertical line.

And in the Southampton [Port Users Information and Navigation Guidelines \(PUNG\)](#) which states:

3.4 Precautionary Area – clear channel vessels

3.4.1 Clear channel vessels

All vessels navigating within the Port of Southampton shall ensure that all large vessels (>220m LOA) shall be given a “clear channel” between the Hook Buoy and the Prince Consort Buoy. The term “clear channel” is defined as:

A clear channel vessel is one which requires a clear and unimpeded passage ahead when transiting the Precautionary Area.

Vessels may enter the Precautionary Area (see chartlet below) maintaining a safe distance astern of a ‘clear channel’ vessel.

A vessel of any size experiencing maneuverability problems may request a ‘clear channel’

The following interpretations of the rules contained in the above documents, 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!!

Port of Southampton Precautionary Area

