



Moody Owners Association – Solent Branch

Safety Plan for Racing in Coastal Waters

January 2024

Background

The Moody Owners Association was established in 1985 for owners of Moody Yachts. The Solent branch currently run circa 8 rallies and 1 race per year. The events calendar is published on <https://moodyowners.org/solent/>

The Solent Branch committee has drawn up this safety plan to manage yacht racing activities organised by the association on behalf of members. This plan is reviewed by the committee on an annual basis.

Race Officer (R.O)

The R.O will set the start, the race course and finish. The course design should take into consideration:

1. Starting line of an appropriate length to avoid unnecessary risk
2. Potential conflicts with marine traffic and other surroundings
3. Necessary depth of water, tides etc

An event specific risk assessment should also be completed and submitted to the relevant Harbour or Port Authority for approval where necessary.

The race officer shall

1. Issue sailing instructions and a declaration form to all competitors.
2. Provide a list of approved competitors to the Officer of the Day (OOD)
3. Issue final instructions to all competitors and the OOD to include any prohibited areas and identified hazards.

Officer of the Day (OOD)

The appointed OOD will oversee the race. All competitors and any associated members undertaking tasks in connection with the event must comply with the OOD's instruction.

The OOD shall

1. Act in accordance with this policy.
2. Liaise with harbour authorities and yacht clubs where necessary to avoid conflict.
3. Confirm that all starters have completed and signed a race declaration form.
4. Provide a suitably insured committee boat from which to start the race.
5. Broadcast any safety concerns to competitors before and during the race.
6. Take action to reduce risk, for example, shorten the course.
7. Carry a First Aid kit on board.
8. Continue to listen on the calling channel and safety channel 16 until the race is complete.
9. Confirm that all yachts have either completed the course or retired.
10. Not consume alcohol until all racing boats have completed the course or retired.

Competitors

The decision to race is the sole responsibility of the owner / skipper considering type of boat, experience of the skipper and crew, as well as the expected weather and sea conditions. The owner / skipper must ensure the boat has been appropriately maintained and is properly equipped.

All competitor boats should be insured for racing in the designated area and must include at least £2,000,000 of third-party liability cover.

Essential equipment

- Serviceable lifejackets for everyone on board including children.
- At least one Man Overboard floatation device such as a horseshoe lifebuoy or lifebelt.
- Bailing devices including a bailer or bucket and manual pump.
- In date fire extinguisher and fire blanket.
- Marine compass, either fixed and/or handheld.
- First aid kit
- VHF radio, either fixed and/or handheld.
- A suitable anchor ready for deployment.
- Pilot book or almanac and charts or chart plotter detailing the intended sailing area.

Recommended equipment

- Distress pyrotechnic devices – In date Flares, Orange Smoke and/or Red Parachute Rocket (or LED equivalent) depending on distance offshore.
- Emergency Position Indicating Radio Beacon (EPIRB) and/or Personal Location Beacon (PLB)
- A GPS or chart plotter with ability to mark the position of a man overboard.

Before leaving port

Make a passage plan for your route to the start line, the race and back to port to include:

- Current weather forecast.
- Shipping movements that may impact the passage plan.
- Identified prohibited areas and hazards.
- Where relevant, alternative ports of refuge

Ensure your crew are fully briefed on safety procedures and safety equipment onboard.

Whilst on the water

- Listen out on VHF for additional race instructions and warnings.
- All competitors must comply with the OOD's instructions.
- Ensure your crew always keep a watch.
- Report any risks or hazards that could impact other competitors to the OOD.
- Report any injuries, incidents, and accidents to the OOD as soon possible.
- If for any reason the OOD cannot be contacted, the owner / skipper should contact emergency services directly.
- Notify the OOD if retiring from the race.
- Do not consume alcohol before or during the race.

Emergency Action Plan

Purpose of the plan

This plan is designed to protect individuals from further harm, limit the risk of loss of life and arrange for emergency aid if necessary. The scope of this plan incorporates anticipated emergencies occurring before, during and after racing whilst yachts are participating at sea.

Managing competitors

The sailing Instructions state that the boat owner is entirely responsible for their own safety and decision to race. The owner / skipper is required to ensure the vessel has been appropriately maintained and is properly equipped.

A full list of competing yachts with information on boat contact telephone number, MMSI, EPIRB, AIS, details of all crew (with emergency contact information and notified medical alerts), will be held by OOD. Such information will also be held electronically by a committee member. All participating yachts are required to comply with the Sailing Instructions and complete a signed declaration.

Retiring yachts must notify the OOD as soon as possible to avoid the unnecessary involvement of SAR facilities, especially in the event of severe weather disruption to racing.

Reporting an incident

In the event of an emergency at sea, a distress call should be made from the vessel in distress by VHF radio at the earliest opportunity. Alternatively, a call may be placed by mobile telephone to the relevant emergency services (999 in U.K waters).

In addition, when safe to do so, the Officer of the Day should be informed on VHF channel 77 or by mobile phone.

First response

The skipper of the yacht involved should undertake incident co-ordination duties until the emergency services are able to assume control.

Where required to do so, a first responder, for example, another competitor, should consider the following priorities when attending an incident (in no specific order)

- The safety of their own crew
- The safety of the crew being rescued.
- Assist in the recovery of disabled yachts, but without obligation to do so.

After the incident

The OOD and/or yacht skipper, as applicable, should record details of the incident together with any action taken and by whom in a safety log or the ships log.

Dealing with a Major Incident

A major incident is an event where there is significant risk of loss of life, actual loss of life, serious injury, substantial damage to property and/or the environment. This includes serious damage to vessels and significant loss of contact whilst racing. Any necessity to contact SAR emergency services will also be deemed to be a major incident within the associations policy.

Incident Co-ordinator

As soon as is practical, the Officer of the Day should inform the Branch Captian or Secretary depending on availability (who may also be at sea) about the incident and action taken.

Incident centre

If the emergency is of a nature that requires an incident centre, an Incident Co-ordinator will be appointed and will be responsible for setting up a co-ordination centre in an accessible and identifiable location such as a sailing club, marina office, private address or committee vessel in harbour provided that it is "accessible and identifiable". Details should be provided to the emergency services and all involved parties as soon as possible.

Managing priorities

The first priority is the safety of participants. Thereafter, there may be dealings with Authorities and the Press.

In the immediate aftermath

The designated Incident Co-ordinator, Race Officer or Club Official should:

- Get statements from witnesses.
- Remove any key witnesses to a place away from onlookers.
- Explain that statements are being taken to obtain an accurate account of the incident, as these may be required for insurance or other purposes. Notes should be taken and agreed by the witness.
- Any statements should be kept in a secure place until they can be handed over to the Branch Captain or Secretary

Securing evidence

- Where applicable, photographic evidence should be obtained by those involved
- Any relevant equipment (life jackets, emergency equipment, clothing, log books or associated materials should be obtained and kept in a secure place.

Managing information

It is association policy to

- Be sympathetic to affected parties without expressing a view on fault or responsibility.
- Remain calm and express that every effort will be made to mitigate impact.
- If there is a fatality, the police will inform the next of kin. Under no circumstances will this be undertaken by any representative of the association.

Dealing with the press

In the event of contact from the Press or other media representative, the association policy is to acknowledge that an incident has occurred and to refer the enquiry to the Branch Captain or Secretary who may make a press release.

- Interviews and statements should be avoided unless authorised by the Captain or Secretary
- A nominated association official may produce a written statement to be given to the press.
- Uninformed well intentioned members should be discouraged from making comment.
- A record of any interaction with the press should be made if at all possible.

Notifications

As well as notification to the Branch Captain and Secretary as detailed above:

- If a water based incident has occurred, it is a legal requirement to notify the Marine Accident Investigation Branch within 24 hrs.
- In the (unlikely) event that there is a work related fatal or major injury, the Health and Safety Executive must be notified.

Closure

The primary phase of any incident will be closed when all emergency activity has ceased, any casualties removed to a place of safety and all competing yachts and crews accounted for such that no further danger to the public, members, boats or crew shall present itself.

- In order to complete the incident response, a meeting should be held between the Committee, other persons involved and any relevant experts (legal, insurance etc).
- The meeting(s) will finalise all records of the event and determine any follow up action.
- A record shall be made of lessons learnt improve the Safety Plan

Appendix 1 – Contacts

Emergency services: police, ambulance, fire, coastguard:	999
Police non emergency:	101
Maritime and Coastguard Agency:	0203 8172000
Marine Accident Investigation Branch:	02380 232527 (24hr)
Environment Agency hotline:	0800 807060
RYA Media Relations:	02380 604215
Health and Safety Executive:	0845 300 9923
KHM Portsmouth	02392 723694 (24hr) VHF Ch 11
Cowes Harbour Master	01983 293952 VHF Ch 69
Southampton VTS	02380 330022 VHF Ch 12