



 Lendy  COWES  
WEEK

THE  
**SAFETY BOOKLET**

LENDY COWES WEEK 2017

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LENDY COWES WEEK 2017 SAFETY BOOKLET

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# SAFETY BOOKLET

## SAILING SAFELY

Lendy Cowes Week is enjoyed by 8,000 skippers and crews, on between 800 and 1,000 boats who take part in eight days of fantastic racing. The vast majority have a great week with no incidents, but all competitors need to appreciate that sailing is a risk sport. Racing in such a large fleet, in one of the busiest shipping areas within the UK, does have its hazards which need to be considered and managed sensibly by all competitors. This point was brought home very publicly in 2011 when one of the competing yachts collided with an in-coming tanker, with damage to the boat, loss of the mast and one crew member being hospitalised as the result.

Although this was the first such collision in at least 16 years, we have taken several steps to improve our communications around safety, with this publication being one such measure. We have also produced a 10 minute video which looks at the efforts to which Cowes Week Limited (CWL) go to ensure a safe regatta. This can be viewed on our website at [www.lendycowesweek.co.uk](http://www.lendycowesweek.co.uk).

### SKIPPER'S RESPONSIBILITY TO THEIR CREW

The safety of the boat and crew is the responsibility of both the skipper and the crew. Skippers have a duty of care to their crew and need to sail and race within the capabilities of crew and boat. This responsibility is enshrined in maritime law and a skipper can be prosecuted if the Maritime Coastguard Agency believe that a crew has had their lives endangered through the action or inaction of their skipper. In extreme cases this can result in a substantial fine or even a jail sentence.

For some, especially those with smaller, less seaworthy craft or with less experienced crew, this might on occasion mean that a cautious approach needs to be taken. For example, it might not be sensible for such a boat to carry their spinnaker downwind, especially in wind against tide conditions. There may also be occasions when a skipper decides that the conditions are too tough for them and that they should not race, even though other boats in their class are still competing. These are difficult but important decisions. Of course, if the Race Committee feels that the conditions are too extreme for one or more classes, they will cancel racing for those boats. However, this in no way implies that, if a race is started, any particular boat should herself start.

### PERSONAL FLOTATION

Sometimes the Race Committee will fly flag 'Y' for one or more classes to indicate that flotation devices must be worn by all crew members. However, it is often sensible for crew members to wear their flotation devices regardless of whether the flag is flying or not, particularly when sailing dayboats without inherent buoyancy or when working on the foredeck. If flag Y is flying then competitors must wear the type of flotation device required. For dayboats, this can be a dinghy style buoyancy aid, for black group boats it must be a lifejacket as defined in the World Sailing regulations. As the RNLI slogan says, "lifejackets are useless unless worn".



'Y' FLAG

## COLLISIONS

If you are unfortunate enough to be involved in a collision with another boat (whether the other boat is racing or not) and there is any possibility of danger or injury to the crew on the other boat, you **MUST** stand by them until you are sure that your assistance is no longer required. If the collision was not your fault, you will probably be able to claim redress for time spent standing by. If the other boat is not involved in the regatta and damage has or might have occurred, you should at least exchange contact details (for possible future insurance claims).

## ASSISTING OTHERS

It is a primary and absolute responsibility to go to the assistance of any other craft or crew which is in danger. This is included in the Racing Rules of Sailing as the very first rule (1.1). We have heard of occasions when a boat has been swamped and sunk, with others in her fleet sailing by as if nothing had happened. This is unacceptable. Again, if you do go to the assistance of another boat in trouble (whether or not they are racing), you will normally be able to claim redress for reasonable time lost. If you pick up a person who has fallen into the water from another boat then you will not be penalised for having too many crew.

## EMERGENCY PROCEDURES

### DEALING WITH CASUALTIES WHILE AFLOAT

If a crew member is unfortunate enough to sustain an injury while out racing, it is up to you to determine the level of assistance you may require. If you need rapid assistance to come to you, then you should use your marine band VHF radio transceiver (a mandatory piece of safety equipment for all competitors in the regatta) to call the Coastguard on channel 16 or 67 or make an emergency DSC call.

### LANDING A CASUALTY

If you are going to land a casualty ashore yourselves, the place to do this is at Trinity Landing (off Cowes Parade). This gives best access to ambulances, paramedics and CWL's own first aiders. The only time that this is not the case is during the evening of Friday 4 August (fireworks night) when the Parade is very busy. From 6pm on Friday any casualties should be landed on the Red Funnel pontoon at Town Quay.

If you are not confident about landing at Trinity Landing and want one of the launch service boats to come to you in the river fairway to disembark a casualty, you should call the launch service on channel 8, using the call-sign Tenacity. This is obviously only appropriate for 'walking wounded'.

If a crew member needs a stretcher to get off the boat, you will either need to come ashore or, in extreme situations, call the Coastguard and request a lifeboat or helicopter.

### FIRST AID ASHORE

When ashore, CWL has a resident nurse and basic first aiders who can deal with minor injuries. Any of our front office staff will be able to assist in either directing you to a more qualified person, getting you to hospital or whatever else is required. If urgent attention is required, call the emergency services on 999 as usual.

## DOCTORS

If you need a doctor while in Cowes, the nearest medical centre is half a mile away, along Newport Road (Cowes Medical Centre number 01983 295251). For out of hours service, St Marys hospital in Newport has an out-of-hours doctor on duty in the A&E department.

The Isle of Wight also operates an urgent but non-emergency telephone service on telephone number 111. This gets you through to the same control room as used for emergency 999 calls but allows you to talk to a trained member of staff without necessarily initiating an ambulance response.

## SHARING OUR WATERS IN SAFETY

The Solent is home to two of the nation's major ports, Southampton (operated by Associated British Ports (ABP)) and Portsmouth (controlled by the Queen's Harbour Master (QHM)). As a result, the Solent sees all sizes of vessel and it is vital that they are able to navigate up the Solent safely while causing the minimum disruption to regatta competitors.

During the regatta, volunteer ABP pilots, the Cowes Harbour Master (or his Deputy) and one of the Red Funnel Ferry masters assist the Race Officers on the Platform of the Royal Yacht Squadron (RYS), communicating shipping movements to help with race planning and escorting ships through the race areas. Throughout the year the harbour authorities work closely with yacht clubs, safety committees and CWL to plan carefully for the regatta, including mark laying and advice on regatta organisation.

Southampton's VTS makes succinct Traffic Information Broadcasts on channel 14 every hour. These contain details of current and expected movements of large vessels as well as other safety information. All major vessel movements within Cowes Harbour are announced on channel 69.

If you have a problem (such as being becalmed in a shipping channel with no alternative means of propulsion) then it is fine to make a quick contact either with VTS on channel 12 or Cowes Harbour on channel 69, as appropriate, to let them know of your situation.

Following a rare incident in 2011 when a racing yacht collided with an in-coming tanker, it became clear that there was a lack of understanding, even by many experienced sailors, as to the likely tracks of these large ships at different states of the tide.

CWL has been working closely with ABP Southampton, and as a result, the Notice to Mariners now explains the situation in far more detail than before - the relevant parts of this are copied below.

## SOUTHAMPTON - EXTRACT FROM NOTICE TO MARINERS NUMBER 3 OF 2016

All vessels navigating within the Port of Southampton shall ensure that a vessel greater than 220m in length overall shall be given a 'clear channel' in the area between the Hook Buoy and the Prince Consort Buoy - 'The Precautionary Area' (see Diagram 1). The term 'clear channel' is defined as: 'a clear and unimpeded passage ahead of a vessel when transiting the Precautionary Area'.

Southampton Harbour Byelaw 11 of 2003 enforces the requirement that all vessels over 150m, when navigating within 'The Precautionary Area' are automatically allocated a 'Moving Prohibited Zone' (MPZ). The MPZ is defined as an area extending 1,000m ahead of the bow and 100m from the ship's side on both sides.

A small vessel (defined as any vessel of less than 20m in length or a sailing vessel) shall not enter an MPZ. To indicate the presence of the MPZ, vessels of over 150m shall display a black cylinder during the day and 3 all round red lights in a vertical line at night.

### TRACKS FOLLOWED BY LARGE VESSELS

The tracks followed by large vessels within The Precautionary Area will vary considerably depending on the tidal and wind conditions and the manoeuvring characteristics of the vessels themselves. The tracks shown in Diagrams 1 to 3 are indicative only and inbound and outbound vessels may use the full extent of The Precautionary Area. Unless prevented by emergency circumstance, small vessels should give all large vessels in The Precautionary Area a wide berth and, in particular, they should ensure that they do not enter a vessel's MPZ.

### OUTBOUND VESSEL TRACKS - FLOOD AND EBB TIDE

All ships leaving Southampton via the Thorn Channel start their turn to port as soon as West Bramble Buoy has been cleared, in order that on steadying-up, their final heading is north of Prince Consort Buoy and directly towards the main channel south of Ryde Middle Bank. However, in ebb tide conditions the ship will be set to the west during the turn and may use the full extent of the south eastern quadrant of The Precautionary Area (see Diagram 1).



DIAGRAM 1 • OUTBOUND TRACK



DIAGRAM 2 • INBOUND TRACK DURING FLOOD TIDE



DIAGRAM 3 • INBOUND TRACK DURING EBB TIDE

### INBOUND VESSEL TRACKS - FLOOD TIDE

If the tide is flooding, this will set an inbound ship to the east as it turns into the Thorn Channel. As it approaches The Precautionary Area, in the vicinity of the Prince Consort Buoy, the ship will make a substantial alteration to port, of up to 40 degrees to the southwest towards Gurnard Buoy in order to give the maximum turning area into the Thorn Channel. The turn to starboard may not be commenced until the ship is very close to or just passed Gurnard Buoy, thus allowing some set to the east in the approach to the Thorn Channel entrance (see Diagram 2). In flood tide conditions, small vessels are advised to closely monitor the bearing of a large vessel as it approaches The Precautionary Area and to allow for the alteration of course to port.

### INBOUND TRACK - EBB TIDE

If the tide is ebbing, the ship will be set to the west in the turn and thus the turn to starboard into the Thorn Channel will commence much earlier and as much as 4 – 5 cables from Gurnard Buoy. In this case, the alteration to port at Prince Consort Buoy may be less obvious (see Diagram 3).

### SOUTHAMPTON HARBOUR MASTER'S PATROL LAUNCH

When operationally possible, the Southampton Harbour Master's Patrol Launch (VHF Call Sign "SP" watching VHF Channel 12) will precede all vessels over 150m within The Precautionary Area and will show, in addition to the normal steaming lights, an all round blue light. The absence of a patrol launch does not invalidate the implementation of a vessel's MPZ.

Within The Precautionary Area all instructions given by the Southampton Harbour Master's Patrol Launch should be acknowledged and promptly carried out. Note that during Lendy Cowes Week, the Patrol Launch may be assisted by one or more RIBs whose instructions must also be obeyed.

See [http://www.southamptonvts.co.uk/Yachting\\_and\\_Leisure/Notices\\_to\\_Mariners/](http://www.southamptonvts.co.uk/Yachting_and_Leisure/Notices_to_Mariners/) for the full text of this and all other ABP Notices.

## RECREATIONAL SAFETY - LEE ON SOLENT AND STOKES BAY

The attention of all mariners is drawn to the following precis from the appropriate Borough of Gosport Byelaw: "Boats shall not be sailed in a manner likely to be dangerous to or without reasonable consideration for swimmers and other water users between the western end of the sea wall at Lee-on-the-Solent to a point opposite the junction of Dolphin Way with the sea wall at Royal Naval Hospital Haslar".

Additionally, there is a line of ten yellow buoys between the Gosport Inshore Rescue Services Headquarters (Posn 50°46.7'N: 001°08.9'W) and the outfall (Posn 50°47.1'N: 001°10.0'W) at a distance of 50m from the shore. No vessel should pass inside the line of yellow buoys.

## COWES HARBOUR - LOCAL NOTICES TO MARINERS

### THE FAIRWAY

The Cowes Harbour fairway has been divided into two distinct areas; the 'outer fairway' and the 'inner fairway'.

All mariners are reminded of the requirements under Rule 9 of the Merchant Shipping Distress Signals and Prevention of Collisions Regulations 1996 (COLREGS) as amended, in particular part b) 'A vessel of less than 20 meters in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway.'

The Cowes Fairway extends north of No 1 and 2 buoys, and is referred to as the 'outer fairway'. Small craft should be vigilant for regular ferry traffic and large commercial traffic which cannot safely navigate outside of the outer or inner fairway, and are reminded again of their duty under Rule 9 of the Collision Regulations; compliance with the Collision Regulation is also a requirement of the Cowes Harbour Commission General Directions.

Vessels under sail especially in light winds may be unable to comply with Rule 9, for this reason sailing vessels when navigating in or near the main fairways are required, under Cowes General Direction 4.6, to have their engines, if fitted, ready for immediate use.

See LNTM 48 of 2016 for more information.

### BREAKWATER

The Cowes detached breakwater is marked with two buoys and five beacons. In addition to the permanent marks, two temporary North Cardinal marks will be instated to mark the surplus shingle that remains in temporary storage along the north face of the breakwater. Mariners are strongly advised to remain 50 metres to the north of the breakwater crest to avoid the surplus gravel which reduces depths below those charted.

See LNTM 24(T) of 2016 for more information.

### INNER HARBOUR CROSS CURRENT

Between HW -3 hours and HW, vessels transiting the Inner Fairway between the Island Sailing Club and the Small Craft Channel may experience a westerly setting tidal flow of up to 1.5knots particularly on spring tides; this cross current will have a tendency to set vessels down towards the western shore. Small craft when outbound should be prepared to alter their heading so as not to be set across the fairway when transiting this area and avoid impeding the safe passage of commercial shipping and ferries.

See LNTM 60 of 2016 for more information.

## OTHER GENERAL DIRECTIONS OF NOTE

General Direction 3.2 - Every vessel navigating the Inner Harbour of Cowes or within 100 metres of the Mean High Water Mark shall unless otherwise authorised by the Harbour Master in writing, subject to the requirements of maintaining adequate steerage way and control, be navigated at a speed not exceeding 6 knots through the water.

General Direction 3.3 - A vessel shall not be navigated or manoeuvred in any part of the Inner Harbour or within 100 metres of the shore in a manner or at a speed so as to cause wash to be generated that may cause damage to or endanger the safety of other persons, vessels or property.

General Direction 3.6.1 - No person shall navigate or attempt to navigate a vessel when unfit by reason of drink or drugs.

General Direction 3.7 - The Master of any vessel leaving a marina area or mooring within the Harbour shall give way to vessels already underway and navigating in the harbour.

General Direction 5.6 - Vessels must not anchor in the fairway, small craft channel, or in any of the areas containing small craft moorings due to the presence of ground chains. These areas are clearly identifiable on the navigational charts for the area.

All other General Directions are available at [www.cowesharbourcommission.co.uk/general\\_directions](http://www.cowesharbourcommission.co.uk/general_directions)

## CHAIN FERRY

The rules regarding the Chain Ferry changed last year and a new General Direction issued. This is detailed in Cowes Notice to Mariners number 15 of 2016. The following being an extract from that notice:

6.1. Requirement to Give Way – All vessels (except those in Direction 6.5) shall when safe and practical give way to the Chain Ferry.

6.2. Action by Give Way Vessels – All vessels when approaching the chain ferry when it is displaying a flashing yellow light shall if safe and practicable take early and appropriate action to allow the chain ferry to commence or complete her passage to the opposite bank. Such action may include reducing or taking all way off and allowing the Chain Ferry to pass safely ahead or alternatively, if safe and practical, maintain speed and pass well clear of the forward end of the chain ferry.

6.3. Action by Chain Ferry – Nothing shall exonerate the Chain Ferry from taking the appropriate action to avoid a close quarter situation or collision as soon as it becomes apparent that a vessel is not taking action or is unable to take avoiding action as required.

Please also make the time to read all the relevant Cowes Local Notices to Mariners that are available in full at [www.cowesharbourcommission.co.uk/local\\_notices\\_to\\_mariners](http://www.cowesharbourcommission.co.uk/local_notices_to_mariners)

## SAFETY REGULATIONS

### WHITE GROUP (DAYBOAT) SAFETY REGULATIONS for Lendy Cowes Week 2017

#### Application

- a. These regulations apply to all boats racing in the White Group at Lendy Cowes Week.
- b. One-design classes shall additionally comply with their Class Rules (if any).

#### General

All safety equipment shall be of a suitable size and type for the boat and the conditions, and all equipment and fittings (including outboard engines if carried) shall be securely fastened.

#### Buoyancy

Each boat shall either be self-draining or be equipped with a suitable means for bailing or pumping.

#### Personal buoyancy

A personal flotation device (PFD) adequate for the conditions shall be carried for each crew member.

#### Radio

Each boat shall carry a suitable marine band VHF transceiver for use in an emergency.

#### Flares

Each boat shall carry at least two red hand flares and two orange smoke flares in a waterproof pack. All flares shall be in-date.

#### Anchor

Each boat shall carry a suitable anchor and sufficient chain/warp to hold the boat in 20m depth of water in the expected racing conditions.

#### Compass

Each boat shall carry a marine compass.

#### Fire extinguisher

Boats carrying fuel shall carry a fire extinguisher.

#### First aid

Each boat shall carry a waterproof first aid pack with instructions.

#### Man overboard

Each boat shall carry a rescue quoit or throw-bag with at least 15m of floating line.

### BLACK GROUP SAFETY REGULATIONS

#### World Sailing Offshore Regulations for Category 4 races

The World Sailing regulations are available as a pdf download from the World Sailing website at [www.sailing.org](http://www.sailing.org) and an extract for category 4 races is contained in the Solent Book, produced by the Solent Cruising & Racing Association and available at local newsagents.

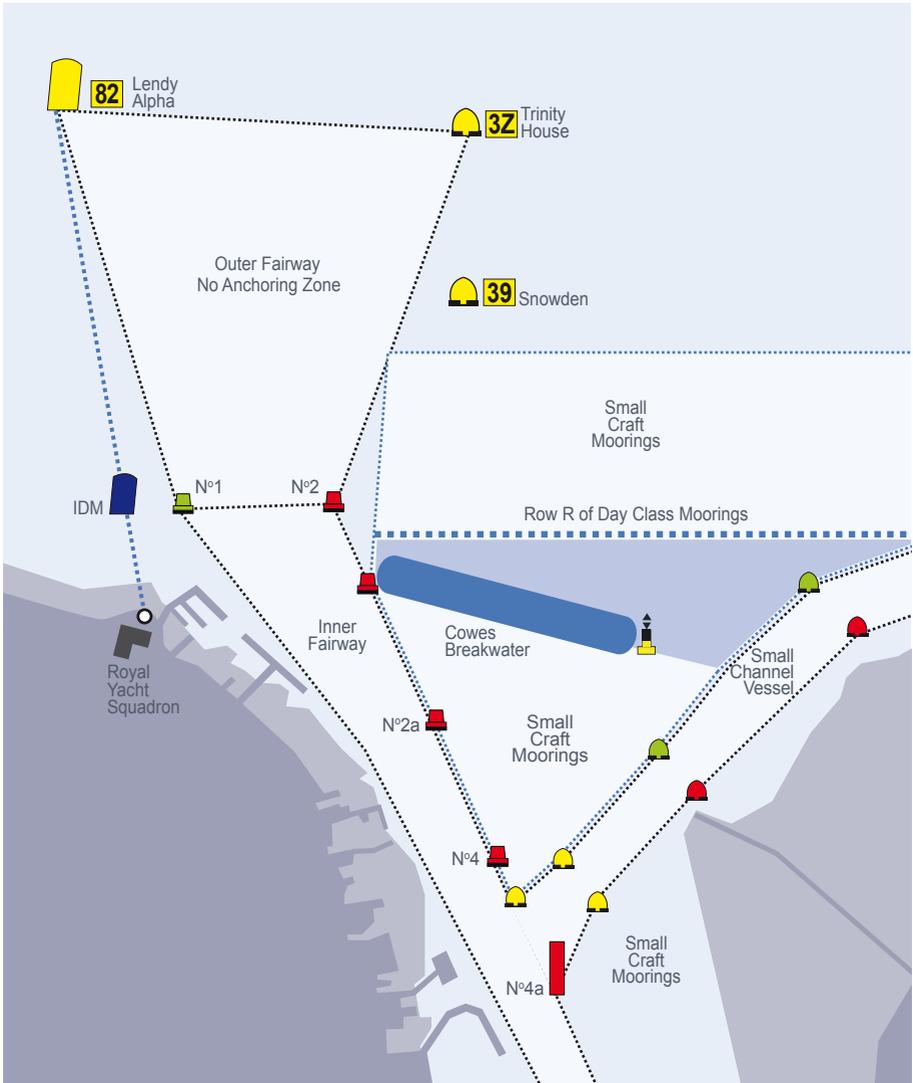


DIAGRAM 4 • COWES FAIRWAY & COWES BREAKWATER