



**PORT MARINE SAFETY (PMS) RISK ASSESSMENT: POOLE 100  
OFFSHORE POWERBOAT RACES**

Hazards affecting PMS	No.	Description of risk affecting PMS	See location diagram for areas of maximum risk	Estimated risk level before measures (A)	Estimated risk level before measures (B)	Likely injury factor (C)	Risk factor (B x C)	Primary control measures and assets (see standard list in Appendix 1)	Final risk assessment
1. Collisions	1.1	Racing boat with racing boat	Start	H	3	2	6	2.1, 2.2, 2.3, 2.5, 2.6, 2.7, 2.8, 2.9, 3.3, 3.6, 3.7, 5.1, 5.2	M
	1.2	Racing boat with racing boat	Finish	M	2	2	4	2.1, 2.2, 2.3, 2.5, 2.6, 2.7, 2.8, 2.9, 3.3, 3.6, 3.7, 5.1, 5.2	L
	1.3	Racing boat with racing boat during race	Open water	L	1	2	2	2.1, 2.2, 2.3, 2.5, 2.6, 2.7, 2.8, 2.9, 3.3, 3.6, 3.7, 5.1, 5.2	L
	1.4	Racing boat with spectator boat	Start	L	1	2	2	2.1, 2.2, 2.3, 4.3, 4.4	L
		Racing boat with spectator boat	Finish	L	1	1	1	2.1, 2.2, 2.3, 4.3, 4.4	L
	1.5	Racing boat with commercial vessel	Start/finish	L	1	2	2	2.1, 2.2, 2.3, 4.3, 4.4	L
	1.6	Racing boat with commercial vessel	Open water	L	1	1	1	2.1, 2.2, 2.3	L
		Racing boat with safety/marshal boat	Start/finish	M	2	2	4	2.1, 2.2, 2.3, 4.3, 4.4	L
	1.7	Commercial vessel with spectator boat/safety	Start/finish	L	1	3	3	2.9	L
	1.8	Commercial vessel with spectator boat/safety	Open water	L	1	2	2	2.9	L
	1.10	Spectator boat with spectator boat	Start	M	2	2	4	2.9	L
1.11	Spectator boat with spectator boat	Finish	L	1	2	2	2.9	L	
2. Groundings	2.1	Poor navigation	Start	L	1	1	1	2.3, 4.3, 4.4	L
		Poor navigation	Finish	M	2	1	2	2.3, 4.3, 4.4	L
		Poor navigation	Open water	M	2	2	4	2.3, 4.3, 4.4	L
	2.2	Result of equipment failure	All areas	L	1	1	1	4.3, 4.4	L
3. Boat damage	3.1	Equipment failure	All areas	M	2	1	2	2.7, 3.2, 4.3, 4.4, 4.5	L
	3.2	After grounding	All areas	L	1	1	1	2.7, 4.3, 4.4, 4.5	L

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4. Personal injury	4.1	Man overboard	All areas	M	2	2	4	2.6, 2.7, 2.8, 2.9, 4.3, 4.4, 4.5,	L
	4.2	Injury impacting on external rescue services	All areas	L	1	3	3	2.7, 2.8, 2.9, 4.3, 4.4, 4.5, 4.6, 4.7	L
5. Other risks	5.1	High winds	All areas	H	3	2	6	1.6, 4.3, 4.4, 4.5, 4.7	M
	5.2	High waves	All areas	H	3	2	6	1.6, 4.3, 4.4, 4.5, 4.7	M
	5.3	Fog or reduced visibility	All areas	M	2	2	4	1.6, 4.1, 4.2, 4.5, 4.7	L
6. Overdue or missing competitors	6.1	Equipment failure	All areas	M	2	2	4	2.6, 2.7, 2.8, 2.9, 4.3, 4.4, 4.5, 4.6, 4.7	L
	6.2	Sinking	All areas	M	2	3	6	2.6, 2.7, 2.8, 2.9, 4.3, 4.4, 4.5, 4.6, 4.7	M
	6.3	Fire on board	All areas	L	1	2	2	2.6, 2.7, 2.8, 2.9, 3.2, 4.3, 4.4, 4.5, 4.6, 4.7	L

(A) Estimated risk	H = High	M = Medium	L = Low
(B) Equivalent numeric risk	H = 3	M = 2	L = 1
(C) Likely injury factor	3 = Serious injury/death	2 = Manageable injury	1 = Minor injury
(B x C) Risk factor	10 = High	1 = Low	

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## 1. EVENT PLANNING

	<b>Measures</b>	<b>General Comments</b>	<b>Specific comments, measures and assets</b>
1.1	Competitor numbers	Match race entry numbers to organisational capacity and control assets.	Not tidally constrained.
1.2	Planning starting sequence	Start times sequenced to avoid risk of collision.	
1.3	Advance briefing of race management personnel	By oral briefing and / or written instructions	Drivers briefing held before each race.
1.4	Advance safety briefing with Authorities	Liaison between organising body and relevant port and safety organisations.	Present PMS Risk Assessment with subsequent updates as required.
1.5	Commercial shipping movement monitoring	The event is not considered to be dependent on the absence of commercial traffic.	Safety Control will liaise with all harbour controls and delays to the starting procedure may be implemented if the presence of commercial traffic dictates and the local Harbour Masters or Port Authorities require.
1.6	Meteorological monitoring	Use of detailed weather forecast information when deciding whether to start and/or proceed.	Pre-event (3 day) advice derived from retained weather forecast service. Direct talks with weather forecaster on eve and morning of the races.
1.7	Manning levels and competence	Ensure adequate experienced and competent personnel for race management. Safety boats used have been selected as far as possible from a database of competent safety boats. In addition local boats with crews with local knowledge of the area will be used to provide safety cover and fully briefed.	Patrol Boats for each mark will be used to check each race boat passing the mark.
1.8	Emergency/contingency procedures	Establishment of action plan for contingencies.	Crisis plan in hand for the 2 races.
1.9	Landside management	Establishment of action plan for contingencies.	Crisis plan in hand for the 2 races.

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## 2. COMMUNICATIONS

	<b>Measures</b>	<b>General Comments</b>	<b>Specific comments, measures and assets</b>
2.1	Race Instructions	Race Instructions to competitors including specifying governing rules and amendments, compliance with IRPCS and local Port and Harbour bye laws.	Race Instructions sent to all known competitors, local Harbour Authorities where appropriate.
2.2	Race Instructions - Bulletins	The facility exists to issue amendments to the Race Instructions as appropriate.	Any modification to any facet of the Race Instructions is communicated to competitors by way of bulletins, for which their signature is required.
2.3	Drivers' Briefing	Safety briefing to all competitors, with particular reference to local restrictions and relevant Notices to Mariners (if any). A full and detailed weather briefing will be given on the morning of each race.	The OOD/SO will decide if the race for day is feasible taking into account weather and local conditions. A minimum of 2 competitors must attend from each competing boat.
2.4	Competitors' details	Competitors are instructed to supply details of all crew members on board boat to the organiser.	Telephone contact numbers are requested on entry form for all competitors.
2.5	Signals and instructions	As per UIM International Racing Rules of Powerboating, or amended by bulletins, provide flag signals for delay, aborting, curtailing and shortening race courses, as provided under the Racing Rules.	All flag signals used to control mustering and starting sequences are replicated on the Start Boat and other designated patrol boats in the vicinity, to maximise visibility.
2.6	VHF radio announcements	Harbour Authorities may make safety broadcasts. Radio channel to be advised by bulletin. Radio announcements to competitors, and other vessels/observers on a designated VHF channel with pre-determined fall-back channels.	Used before and during the starting sequence and during each race to communicate curtailment instructions (in addition to flag signals).
2.7	Communications with Authorities	Communication between race management personnel and Harbour Authorities will be maintained.	Race Control (Safety Control) will communicate directly with Harbour Authorities daily.
2.8	Mobile telephones and private VHF channels, and sat phones	Communication between race management personnel and with outside contacts.	Private VHF channels are supplemented by land line and cellular telephone networks to minimise congestion and facilitate direct connection.
2.9	International Regulations for the Prevention of Collisions at Sea (IRPCS)	IRPCS to apply at all times	Advance Programme and Race Instructions also refer to International COLREGS although they are supplementary rules for powerboat racing.

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## 3. CONTROL MEASURES BEFORE START

	Measures	General Comments	Specific comments, measures and assets
3.1	Signing on	All competitors/crew members sign on before going afloat.	All competitors are required to provide all documentation, for personnel and racing craft. Only after production and acceptance of this documentation does any competitor become eligible for scrutineering.
3.2	Scrutineering and safety equipment inspection	Full scrutineering for compliance with racing rules and spot checks of on-board safety equipment by race scrutineers.	Full scrutineering in compliance with racing rules will be carried out at Cobb's Quay.
3.3	Official Observer/Patrol vessels	Safety patrol vessels are used to control competitors under the direction of Safety Control. Red flags will be waved to abort the race and yellow flags will be used to warn the competitors of an immediate hazard within the vicinity. It is the Safety Officer's decision to abort the race at any time in conjunction with the OOD based on current information available.	VHF radio announcements are made
3.4	Official practice areas	Designated area and times for practice will be promulgated to competitors in Race Instructions	There is no official practice for this event.
3.5	Competitor mustering area	Designated area for mustering (and re-mustering in the event of an aborted start) will be promulgated to competitors in Race Instructions	Described in Race Instructions
3.6	Delaying starting sequence	The race Start boat can abort the race at any time under the direction of the OOD by waving a red flag.	Procedure described in Race Instructions to cope with any eventuality that requires a delay of the starting sequence. This would include direct instruction from any Port or Harbour Authority.
3.7	Aborting starting sequence	Safety patrol vessels control competitors under the direction of OOD.	Procedure described in Race Instructions to cope with any eventuality that requires an abort of the starting sequence.
3.8	Postponing race(s)	Competitors will be advised of race postponement either prior to launching or in the event of the race being postponed whilst competitors are in the muster area, the red flag procedure will be followed	Procedure described in Race Instructions to cope with any eventuality that requires a postponement of the race. This would include direct instructions from any Port or Harbour Authority.
3.9	Width of start/finish chute	Matched to competitor number.	Key to minimise risk of racing boat to boat collisions at the start of the race.

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## 4. ADDITIONAL CONTROL MEASURES AFTER START AND DURING RACE

	<b>Measures</b>	<b>General Comments</b>	<b>Specific comments, measures and assets</b>
4.1	Aborting race(s)	In the event of adverse weather or other factors requiring abandonment	Decision to abort, including direct instruction from any Harbour or Port Authority, can be implemented by visual flag signals and VHF transmission at pre-determined marks of the course.
4.2	Curtailing race(s)	In the event of any factors requiring shortening the race.	Decision to curtail, including direct instruction from any Harbour or Port Authority, can be implemented by visual flag signals and VHF transmission at pre-determined marks.
4.3	Patrol craft network	Positioned on a pre-determined grid plan developed and monitored by the Safety Officer.	Located daily at strategic points.
4.4	Monitoring meteorological/ sea conditions	Use of generally available and specific meteorological forecasting advice, including situation reports from land and sea across the daily course.	Constant monitoring of meteorological condition and sea/wind states along the course(s) allows the Safety Office to maintain safety cover.
4.5	On board satellite tracking devices	Not applicable for any of the races.	Not applicable.

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## 5. ADDITIONAL CONTROL MEASURES AT FINISH

	<b>Measures</b>	<b>General Comments</b>	<b>Specific comments, measures and assets</b>
5.1	Finishing procedure	As per Race Instructions	Full finishing procedure will be advised at Drivers Briefing.
5.2	Width of start/finish chute	Matched to competitor numbers.	Key to minimise risk of racing boat to boat collisions at the start of the race.
5.3	Retirement monitoring	Retirement reporting by competitors will be by VHF radio, cell phone, etc. Safety cover remains in place until all accounted for.	The safety communications network consists of a series of sea land-based stations monitoring the progress of the race. Race Boats retiring from a race will fly their orange flag as according to the UIM 2017 Offshore Racing Rules.
5.4	Signing off	Boats sign off after race to monitor all finishers.	Race Administration in dry pits is central signing off location. In the event of crews failing to complete the race they must advise the Safety Officers of their current position, status and intentions. All crews must inform Safety Officer of their safe arrival at a place of refuge.



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## COMMUNICATION PLAN

### Location of Race/Safety Control Communications Assets

1.1	Personnel	The main race/safety control will be located at the Committee boat anchored south of the fixed mark off Bournemouth Pier.
1.2	Communication channels	Allocation of all communication channels to be confirmed following discussions with OFCOM and HM Coastguard. See below.
1.3	Communications equipment	The Committee Boat will run with a Fixed 25w VHF and Handheld VHF's where required for timing. All Safety Boats will have a fixed radio or be issued with an appropriate handheld. In the case of an incident, radio silence will be maintained by everyone, except for the Medical Officer, Safety Officer and OOD. In the case of serious incident, mobile phones will be used for communication to maintain the privacy of those involved. Channel M2 will be used for the event communication.
1.4	Call signs	The OOD will be allocated the call sign OOD. The Safety Officer will be allocated the call sign Safety. Marshal boats will be allocated call signs at the Safety Briefing as appropriate. Safety boats will be allocated call signs at the Safety Briefing as appropriate.