

Solent Platinum Jubilee Celebration: Saturday 6 August 2022

Brief for Skippers of Motor-Past Yachts

Summary:

Yachts and boats taking part in the Motor Past will leave Osborne Bay from about 13:30 onwards and proceed westwards between the marshals' RIBs.

As they approach the ship secured to the Trinity House buoy, they will reduce to 5 knots and pass no closer than 50 metres south of her and north of the blue motor boat at Snowden Buoy.

Before the Review:

To avoid conflict with the Royal party, owners with their boats in Cowes should leave the Cowes Harbour Limits (shown on the attached chart) by 11:00 and then stay north of a line between Prince Consort Buoy and Norris Buoy.

Yachts that are elsewhere may leave their berth whenever convenient as long as they remain clear of the Cowes Harbour Limits after 11:00 and are in Osborne Bay and ready to motor past by 1330 at the very latest.

Yachts may anchor in Osborne Bay or remain underway.

Those who choose to anchor may dress overall if they wish to, but it isn't necessary and, of course, they will have to undress before proceeding to the review.

This is a fun event and there are no dress restrictions for yachts' crews. It's entirely up to skippers if they choose to dress their crews uniformly.

Yachts may fly a Platinum Jubilee flag from a port spreader or port stay if they wish to. This flag doesn't replace the ensign at the stern or the club burgee which should remain flying as usual.

All yachts must be capable of motoring at 5 knots without the use of sails, and motor vessels must be safely manoeuvrable at 5 knots.

You must be able to listen to VHF Channel 72.

The review:

You must work with the marshals' boats, listen on their VHF Channel 72, and obey their instructions all the time until after you have passed the warship. The marshals' boats will be clearly identified by a flag.

The first yachts will depart from the area of Norris Buoy when directed by the marshals. That will be at about 13:30, the exact timing depending upon how long it takes HRH The Princess Royal to reach the warship's reviewing position on the bridge wing.

Yachts should proceed between the marshals' boats in three or four columns in the order:

- Wetwheels boats
- RNLI vessels
- RIBs and small motor boats that are capable of well over 5 knots
- Independent lifeboats
- Large motor yachts
- Sailing yachts under power – sails are not to be hoisted)
- Marshals' boats

You should be aware that large commercial ships may be in the deep water channel, and you should spend the minimum time possible in that channel and give way to any large vessel that may be there.

It takes about 20 minutes to motor at 5 knots from Norris Buoy to the reviewing ship.

The reason the faster boats go first is in order to make up time if necessary, but they must slow down to 5 knots before they reach the warship.

All warships have a 50 metre Exclusion Zone around them, so yachts are to pass the reviewing ship at least 50 metres south of her.

The outer limit of the reviewing area is a dark blue 11 metre boat with the words "Committee Vessel" clearly visible on her hull. She will be secured to Snowden Buoy.

There will be an air display by a Spitfire just north of Prince Consort buoy, starting at 14:00. Rather than gazing upwards and admiring the aerobatics, yacht skippers must remain alert to the risk of collisions while in close-quarters with large numbers of other boats.

As ever, the standard Collision Regulations apply, as do bye-laws etc. You don't have an automatic right of way over other vessels just because you're a part of a motor past.

Be aware there are planned passage races for sailing vessels that start on the RYS line at 13:40 and 13:45 heading East. Please navigate accordingly.

It would be appreciated if yachts' crews could give a cheer as they pass the reviewing ship.

It isn't necessary to dip your ensign in salute to the ship or to HRH.

You must not operate a drone during the day. That is for security reasons and to avoid conflict with the air display.

After the Review:

Yachts should disperse independently, but must not linger in the Outer Fairway, marked on the attached chart. You should take great care not to impede traffic entering or leaving Cowes via the Outer Fairway.

You may, however, remain north of the yachts on M Row (off Cowes Green) to watch the rest of the motor past and HRH The Princess Royal being taken ashore from the warship. Otherwise, you will be free to leave the area if you wish to.

Any boats intending to berth in Cowes after the review should make private arrangements for a berth and avoid entering the river until the restrictions are lifted at about 15:00.

Disclaimer:

As ever, the responsibility for your decision to participate in this motor past is yours alone.

By its nature sailing is an unpredictable activity and therefore involves an element of risk. By taking part in this motor past you agree and acknowledge that:

- (a) You are aware of the inherent element of risk involved and accept responsibility for the exposure of yourself, your crew and your boat to such inherent risk whilst taking part in the event.
- (b) You are responsible for the safety of yourself, your crew, your boat and your other property whether afloat or ashore.
- (c) You accept responsibility for any injury, damage or loss to the extent caused by your own actions or omissions.
- (d) Your boat is in good order, equipped to take part in the motor past, and you are fit to participate.
- (e) The provision of a management team, marshalling boats, and other officials and volunteers by the event organiser does not relieve you of your own responsibilities.

- (f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.
- (g) It is your responsibility to familiarise yourself with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any competitor or safety briefing held for the event.
- (h) You are responsible for ensuring that your boat is equipped and seaworthy so as to be able to face extremes of weather; that there is a crew sufficient in number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed and in date and is familiar to the crew.

You must be covered by a minimum Third-Party Liability indemnity of £3 million and declare that such cover will be maintained in full force throughout.

