



**YARMOUTH (ISLE OF WIGHT) HARBOUR COMMISSIONERS**  
**INFORMATION FOR LOCAL MARINERS**  
**YARMOUTH HARBOUR**  
**DEATH OF FATHER AND DAUGHTER IN RIB ACCIDENT**

A tragic accident in Loch Lomond, which resulted in 2 fatalities, has again recently highlighted the inherent dangers to life in high-speed rigid inflatable boats commonly used by recreational and small boat mariners. As a result this notice is being promulgated for Solent users to enhance the Marine Accident Investigation Branch (MAIB) findings. Even more importantly it is intended to increase local awareness of the risks to such owners/occupants and other users and the policy controls that already exist or will be introduced in accordance with the Port Marine Safety Code to ensure this risk is minimised for the safety of all.

- **WEARING OF SUITABLE LIFEJACKETS, CARRYING LIFESAVING EQUIPMENT (INCLUDING FLARES)** (None worn/held in Loch Lomond)

While not a legal requirement for certain types of small private recreational craft, the habit of routinely wearing both appropriate (for size and hazard) and suitably tested lifejackets cannot be emphasised sufficiently as a minimum precaution to such exposed personnel (especially children). This characteristic alone can dramatically increase both survival and rescue probability. The Yarmouth Harbour Master and Berthing Masters will additionally remind such mariners of the importance of this procedure whenever possible.

- **SAFE SPEED** (Exceeded in Loch Lomond)

The maintenance of a safe speed at all times is directly proportional with risk to both life and property. Not only is this relevant to the occupants of the “speeding” vessel but also to those who encounter the associated wake. **The speed limits of 6 knots outside the harbour and 4 knots inside the harbour will continue to apply and will be strictly enforced by the Harbour Master.**

- **VHF GUARD** (Not used in Loch Lomond)

Within the Solent and especially within Yarmouth Harbour (due to the density of traffic) the continual monitoring and significance of carrying a portable VHF set (or better) and a good VHF guard by all mariners is integral to both alerting and subsequent rescue operations. This reminds the recreational user that help is only a call away if alerted.

- **GOOD LOOKOUT** (Passing craft not alerted in Loch Lomond)

Again this is so simple but so vital to all mariners and can quickly save lives if followed diligently and alarm is raised if in doubt.

- **SPECIAL OPERATIONS**

Yarmouth Harbour and approaches are regularly is use by Wightlink ferries. The local recreational mariner needs to remain alert to their activity and relevance.

- **VESSEL SAFETY** (Not maintained at Loch Lomond)

Two features of vessel safety contributed directly to the accident in Loch Lomond:

1. The steering system was in poor condition and in need of maintenance and repair. The cause of the accident was the boat suddenly veering at speed. This in turn was caused by the loss of a significant quantity of hydraulic oil from the steering system.

Subsequent tests showed the steering system functioned satisfactorily when it was topped up with hydraulic oil.

2. The outboard engine ignition cut-off kill cord had not been attached, causing the RIB to travel away from the two people who had been thrown into the water when the craft suddenly veered.

All owners/users of recreational craft are advised to take notice of these shortcomings.

- **BOAT LICENSING REGULATIONS**

For the small pleasure boat user who hires out or has paying guests there is a legal requirement to achieve successful inspection and certification on an annual basis. Details of this are to be found at [www.portsmouth-port.co.uk/pmsc](http://www.portsmouth-port.co.uk/pmsc) and follow the "downloads-general" for SASHMA Boats and Boatmen license guidelines.

- **REPORTING DAMAGE OR INCIDENTS**

All incidents in Yarmouth Harbour and its approaches should be reported as soon as possible to the Harbour Master.

- **WEBSITE ADVICE/INFORMATION**

The following sites are all relevant to enhancing recreational safety on the water and worthy of revisiting and up-dating before returning afloat this year.

[www.mcga.gov.uk](http://www.mcga.gov.uk) for general information and advice

[www.maib.dft.gov.uk](http://www.maib.dft.gov.uk) for MAIB Reports/Actions

[www.rya.org.uk](http://www.rya.org.uk) for recreational safety and information

[www.yarmouth-harbour.co.uk/notice.shtml](http://www.yarmouth-harbour.co.uk/notice.shtml) for Yarmouth Harbour information

[www.portsmouth-port.co.uk/pmsc](http://www.portsmouth-port.co.uk/pmsc) for Portsmouth Harbour information

[www.southamptonvts.co.uk](http://www.southamptonvts.co.uk) for Southampton local information

Finally all mariners are reminded of the importance of a good appreciation of weather (including fog avoidance) on their passage planning criteria, particularly with the heavy density of all types of traffic in the Solent throughout the year, ensuring such basic knowledge is followed and more widely understood will improve safety and hence enjoyment for all local users.

Bryn Bird  
Acting Harbour Master  
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