



Navigation Risk Assessment - Navigation within 2.0nm of Corbiere Light House, Jersey

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1.0 Introduction and Methodology

The purposes of this assessment is take a broad look at the navigational hazards within a 2.0 nautical mile radius of Corbiere whilst focusing specifically on the continuation of a provision of a Fog Signal at this station.

This document provides the underpinning narrative to the Port Marine Safety Code navigational risk assessment and is put together in accordance with industry best practice.

The list of common hazard have been drawn from MGN 458 'Accident Reporting and Investigation' which also provides the structure for operational safety perspective definitions used to score the risk (annex 2.0).

In line with the Ports of Jersey Limited (PoJL) corporate risk policy the risks are scored using the PoJL standard likelihoods and severity definitions, for this assessment the operational safety perspective is used.

To assist with a consistent approach with the qualitative assessment of the hazards a standard set of criteria are considered, these are derived from the General Light House Authorities Assessment of Navigational Relevance and Significance criteria (annex 1)

When considering the appropriateness of any Aids to Navigation the principles of the IMO's E Navigation Maritime Safety Committee (MSC) have been applied.

When quantifying the risk the inherent risk is scored based on the most credible worst case scenario with no control measure in place and the current risk scored on the mostly likely scenario with full control measures in place.

The objective of this assessment is to reduce the current risk to as low as reasonable practicable prioritising

1. The safety of life at sea
2. Safe passage of shipping
3. The protection of the marine environment
4. The maintenance of trade

The review was conducted by a Navigational Advisor Panel (NAP) chaired by the Harbour Master and supported by the Pilotage and Enforcement Manager (Pilot), Marine Operation Manager (Pilot), SMS and Training Manager (Pilot) and the Deputy Marine Operation Manager (AHM).

2.0 Risk Assessment

Detailed narrative on the assessment of navigational relevance can be found in annex 1 and full quantitative analysis of the main hazards in annex 2.

AID TO NAVIGATION RISK ASSESSMENT – To be completed for each Aid Changed	
Navigation Risk Being assessed	Navigation within 2.0nm of Corbiere LH
Date Considered	23 rd of November 2015
Item Considered	Discontinuation of Corbiere Fog Signal

Overall Impact and Likelihood Assessment				
	Assessment of Navigational Relevance and Significance	Checked	Record of amplifying comments against consideration number if required:	
1.	Is the AtoN a significant part of a group of Aids which will be affected by the change?	x	<p>Navigation in and around this area is inherently hazardous with substantial granite reefs, large tidal range, strong tidal race and in bad weather a large and often confused sea.</p> <p>The western approaches are used by all commercial vessels arriving from the UK, Continental Channel Ports and Guernsey. Mariners are required to maintain good situational awareness as they transit the area to ensure that they are able to make a safe approach to the Noirmont Gateway, the critical choke point when entering the Port of St Helier.</p> <p>To mitigate the hazards of navigating in this area and to ensure that mariners are able retain good situational awareness several robust interacting control measures are in place.</p> <p>These include a mix of AtoN including Corbiere which utilises both a sectored light and a fixed bearing light, a fully compliant VTS TOS, local knowledge and adopted and enforcement locally of SOLAS V and the COLREGs.</p> <p>The combination of these control measures ensures that the risk of navigating in this area is reduced to ALARP.</p>	
2.	Assessment of local bathymetry against the proposed change	x		
3.	Frequency and accuracy of hydrographic surveys	X		
4.	Traffic Density, type, size, draft and speed.	X		
5.	Traffic patterns to be considered in relation to conflict between routes and types of vessel	X		
6.	Existing Obstructions and developments	X		
7.	Planned new obstructions or developments	X		
8.	IMO international and Local Charted Traffic routing measures	X		
9.	Port and Local Information Systems	VTS		X
		Information Service		X
		Sailing Directions and Local notices to Mariners		X
10.	Local knowledge of users including the availability of Pilotage	X		
11.	Requirement in prevailing weather conditions including luminous range, sea conditions and background lighting.	X		
12.	Accident or Incident History recorded for this station	X		
13.	Any other considerations:	X		

Risk Assessment	Inherent Risk	Current Risk	Decision
Severity	5	2	<p>When considering the discontinuation of the current fog signal at Corbiere the level of risk remains the same whether or not a audible hazard warning signal is provided, arguable provision of a 1nm signal may provide a false sense of security for some users and may encourage some to continue to navigate close to Corbiere in closing visibility.</p> <p>The decision to withdraw the fog signal is supported by two boat owner associations and the fisherman's association and the following process has been validated and verified by Trinity House the General Light House Authority for England, Wales and the Channel Islands.</p>
Likelihood	D	A	
Assessed Risk	5D	2A	

Annexes

- A. Assessment of Navigational Relevance.
- B. Scoring of Common Hazard.
- C. Users Consultation.

Annex A to Navigation Risk Assessment - Navigation within 2.0nm of Corbiere Light House, Jersey

Assessment of Navigational Relevance

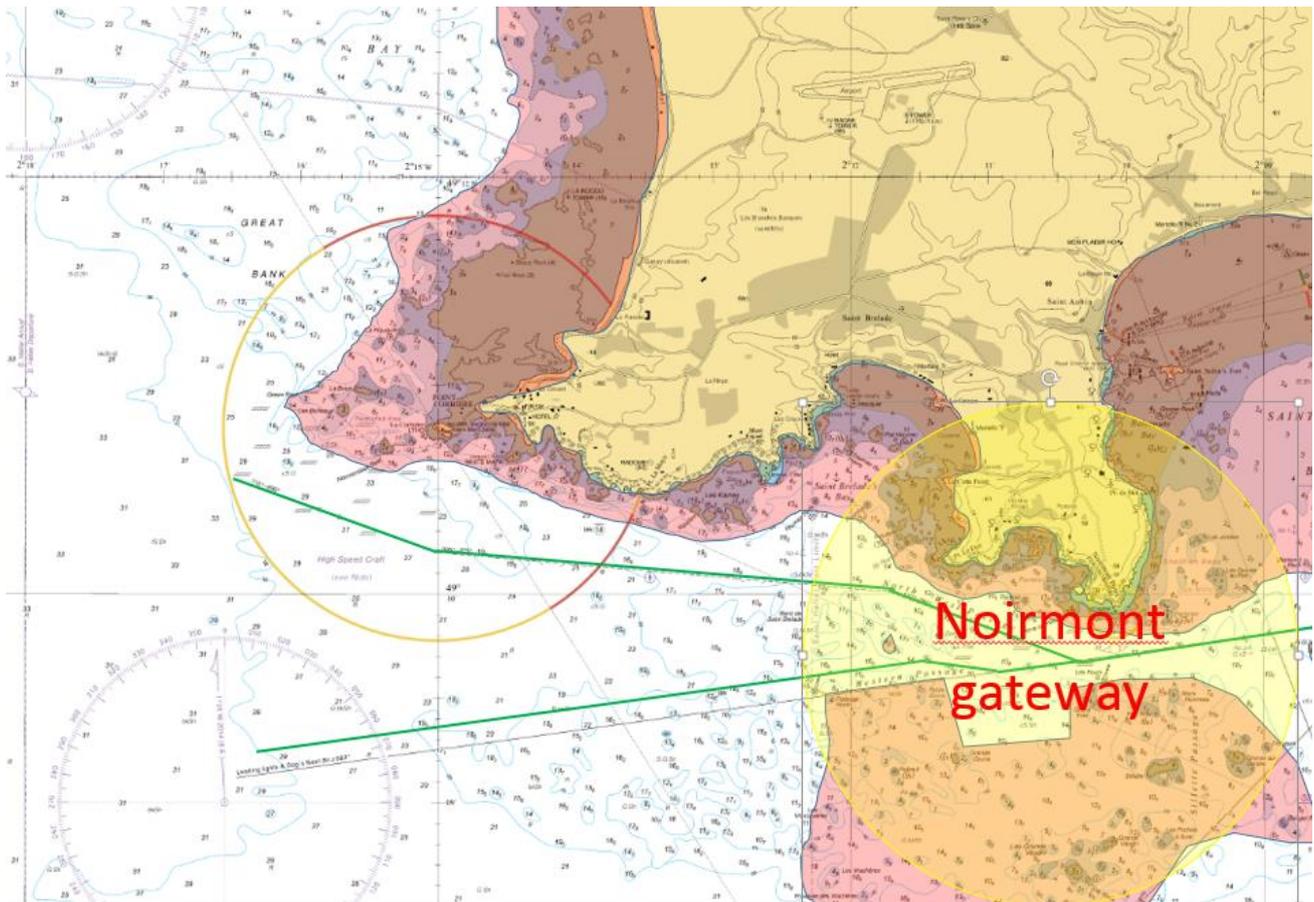
A.1 Overview of the Area

The most direct approach to St Helier from the UK and continental ports is from the west.

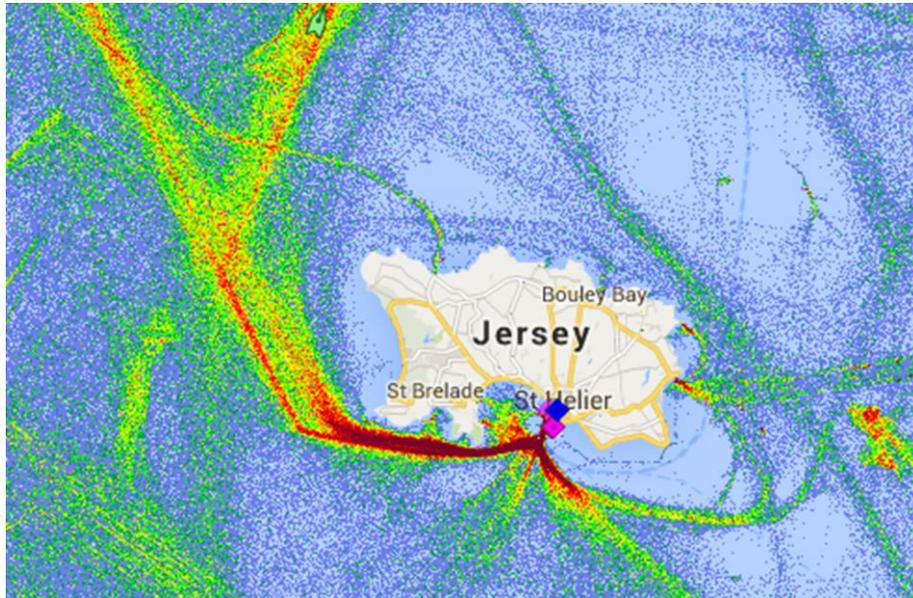
Navigation in and around this area is inherently hazardous with substantial granite reefs, large tidal range, strong tidal race and in bad weather a large and often confused sea.

Special importance is given to ensuring that mariners have adequate spatial awareness before committing to the Noirmont Gateway a 0.2nm passage between Noirmont Point and Les Four's Reef which vessels must pass through to gain safe access to St Aubin's Bay and St Helier.

Vessels transiting through the Noirmont Gateway do so along two charted passages, the North West and Western passage which start in the area been reviewed.



A.2 Traffic density, type, size draft and speed



The western approaches are used by all vessels arriving from the UK, Continental Channel Ports and Guernsey. Commercial vessels include high speed craft, passenger carrying Ro Ros, cruise vessels, laden product tankers and gas tankers, feeder container vessels and coastal bulk carriers. The following is a list of regular trading vessels.

Vessels Name	Type	Length	Breadth	Draught
Condor Liberation	High Speed	102m	27m	4.3m
Condor Rapide	High Speed	86m	26m	3.6m
Commodore Clipper	Pax Ro	129m	23.4m	5.8m
Commodore Goodwill	Cargo Ro Ro	126m	21m	6.0m
Arrow	Cargo Ro Ro	122m	20m	6.2m
Huelin Dispatch	LoLo	87m	12.5m	5.4m
Valliant	LoLo	75m	11.4m	4.4m



Ronez	Bulk	65m	10m	3.5m
B Gas Champion etc	LPG Tanker	73m	14m	5.0m
B Gas Lydia etc	LPG Tanker	73m	14m	5.0m
Sarnia Cherie	Product Tanker	80m	16.0	5.5m
Lizrix	Product Tanker	77m	10.6m	4.6m
Ocean Princess	Cruise Ship	181m	25.6m	5.5m

A.3 Traffic patterns in relation to conflict between route and types of vessel

The western approaches are also used by Marine Leisure vessels and small commercial fishing vessels, the density of these increases during the summer months.

Over the previous two years there has been one reported Q Pulse Incident (PoJ IR 6672) of a near miss involving a Marine Leisure vessel and a commercial vessel navigating in the approaches.

A.4 Changes to local bathymetry since last assessment

The sea bed in the approaches is rocky and is assumed not to change.

A.5 Frequency and accuracy of hydrographic surveys

The source data in this area is old, the majority of the area is covered by data obtained using single beam in the 1960's but in some places the data dates back to the mid 1800's.

When taking into account the maximum draft of regularly trading vessels and whilst making suitable allowance for the ENC Zone of Confidence there is sufficient scope in depth and width of charted navigable water for regularly trading vessels to enter this area at almost all states of tide.

Worse Case calculation

Maximum draft of regular trading vessel Arrow 6.2 m

Least Depth in area 8.8m LAT 0.1' south of the North West Passage.

CATZOC C = 5% of depth + 2.0m (Mariners Handbook Chapter 1)

CATZOC Allowance 2.44m

Height of tide required for 1.0m Under Keel Clearance.

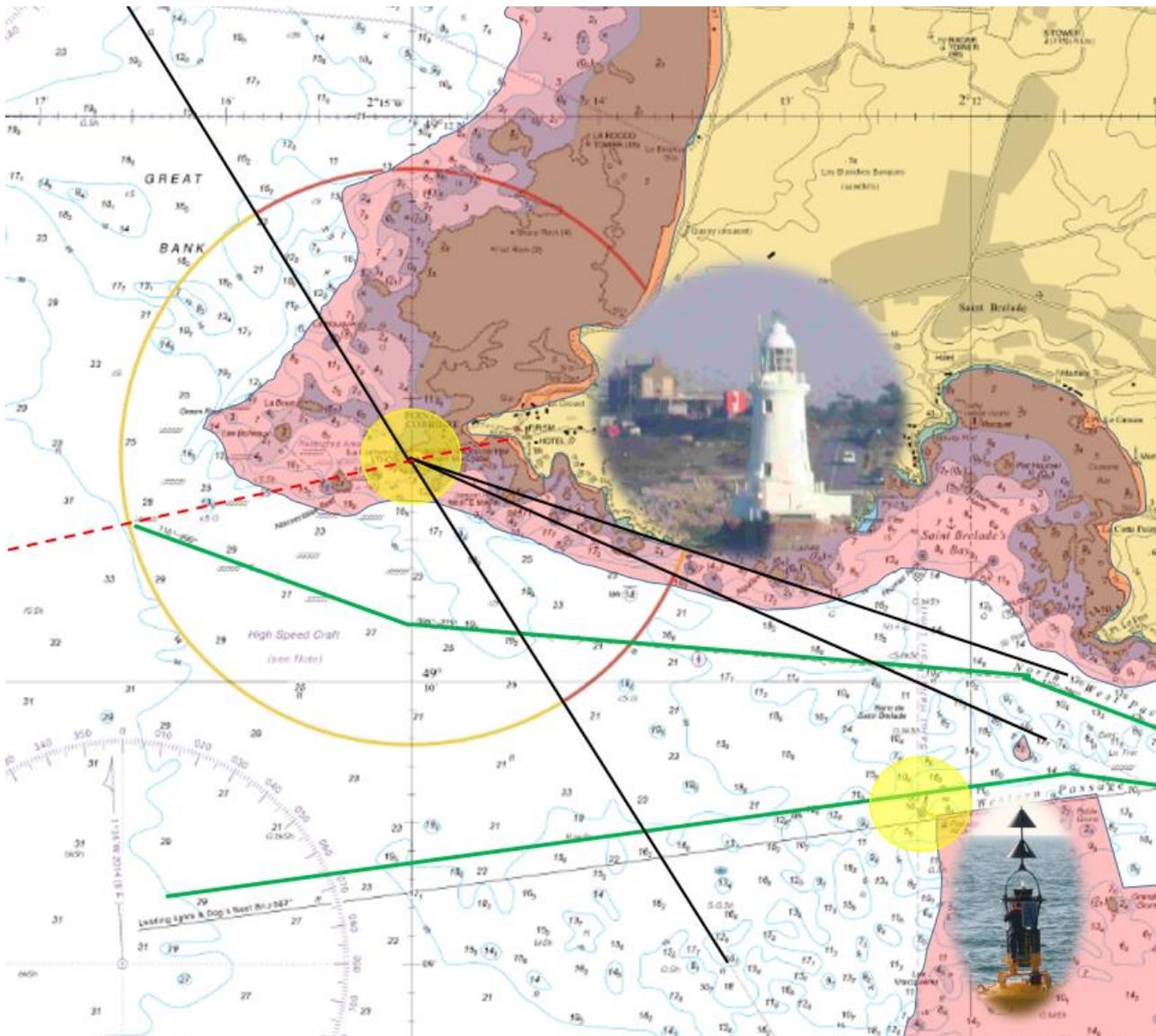
6.2m (Draft) + 2.44 (CATZOC) + 1.0m (UKC) – 8.8 (Depth) = 0.84m

A.6 Significance of AtoN within a group of aids

Corbiere is the first of a Quartet of AtoN (Passage Rock LB, Les Four LB and Noirmont LH) which provides spatial awareness for vessels committing to the Noirmont Gateway.

The light meets the criteria established by the United Kingdom's GLA as part of their 2015 – 2012 Aids to Navigation review.

Spatial awareness for approaching vessels is enhanced through the use of a sectored light which marks dangers to the North West and South East of Corbiere and a lighted fixed transit line marking the start of the North West passage.



The AtoN is currently fitted with a 4.0nm fog signal which can no longer be supported due to the availability of spares.

IALA guidelines no longer considered fog signals to be AtoNs and should only be used as hazard warning signal, if used they only need a 1.0nm audible range.



Replacing the fog signal with an audible hazard warning signal was considered as part of this review.

The review concluded using the methodology in section one and considering the views of local users that the installation of hazard warning signal would not lower the risk of navigation in this area, it might if anything create a false sense of security amongst some Mariners.

A.7 Requirement in prevailing weather conditions including luminous range, sea conditions and background lighting

The present of back ground light on the approaches to Corbiere is minimal and both lights are easily distinguishable at an adequate range.

There are approximately 73 days of restricted visibility annually in the western approaches to Jersey.

A.8 Local Information services, Sailing Directions and Local AtoMs.

The area is covered by a fully IALA compliant VTS TOS for vessels over 25 metres with full Radar and AIS coverage of the area.

Jersey Coast Guard provide a 24 hour radio navigational warning services which includes meteorology warnings on visibility as detailed in regulation 5 of SOLAS V.

The North West and Western passages are detailed in the Admiralty Channel sailing directions NP 27. The small boat passages are not detailed but are available in other unofficial recreational sailing directions such as Imray Channel Pilots

A.9 Local knowledge of users including availability of pilotage

The AtoN is outside the compulsory pilotage district.

Regular trading RoRo and LoLo ships will have PEC and local knowledge.

In delivering the PEC training candidates are made familiar then examined practically on the relevant parts of the General Pilots syllabus for the territorial water of the Island of Jersey.

Sufficient sea room exists to the south and west for vessel approaching the pilotage area to abort to the south before committing to the Noirmont Gateway.

A.10 Accident or incident history recorded for this station

A significant grounding occurred in 1995 as a result of that commercial vessels are no longer permitted to use the inside passage.



B Scoring of Common Hazard

LIKELIHOOD / PROBABILITY					
E	Very Likely / Almost Certain	Could happen or has happened in one month	B	Unlikely	Could happen or has happened between one year and ten years
D	Likely	Could happen or has happened between one and six months	A	Rare	Could happen or has happened beyond ten years
C	Possible	Could happen or has happened between six months and one year			

Severity					
1	2	3	4	5	6
Not relevant to operational safety	No Immediate Effect No direct, or negligible safety impact. Existing safety barriers/procedures are effective	Significant or Marine Incident A major incident or marine casualty could have occurred if it had not been managed within safety margins. Several safety barriers remain.	Major Incident or Marine Casualty A serious incident or serious marine casualty could have occurred if it had not been managed using existing emergency procedures/equipment. Only one safety barrier remains	Serious Incident or Serious Marine Casualty Outcome not under control. No safety barriers remaining. Safety Not Assured. Accident or very serious marine casualty avoided by luck.	Aircraft Accident Aircraft incident or accident as defined by EU 996/2010. Fatality or serious injury, or the aircraft sustains significant damage or structural failure, or aircraft is missing or is completely inaccessible. Very serious marine casualty as defined by MGN 458



	HAZARDS	Inherent Risk Rating			ADDITIONAL CONTROLS	Current Risk		
		S	L	S + L		S	L	S + L
1	Grounding	5	D	5D	1. Depth and width of Navigable water in relation to the draft of vessels navigating the area when using the two charted passages: <ul style="list-style-type: none"> The pilotage direction only permit use of the North West and Western Passage. 2. Situational awareness provided by: <ul style="list-style-type: none"> Current Aids to Navigation mix; VTS TOS; Local Knowledge provided by pilotage syllabus and PEC training; and Vessel own GNSS. 3. Navigational Warning Service: <ul style="list-style-type: none"> SOLAS V Regulation 4 and 5 compliant service provided by Jersey Coast Guard; PoJ Notice Mariners; and MOU with UKHO. 	2	A	2A
2	Collison	5	D	5D	1. VTS TOS 2. SOLAS V and COLREGs Adopted 3. Vessel own GNSS	2	A	2A



C .User Consultation

As part of the review a user consultation was conducted, there were 20 responses received including from the two main boat owners associations and fisherman’s associations who were happy for the Fog Signal to be discontinued.

Qualitative analysis of the responses received from those not in favour indicate that the current fog signal is used as a comfort blanket or should be retain for heritage reasons.

NUM BER	BY	COMMENT	RESPONSE
1	MOP	I feel that replacing the Corbiere Lighthouse fog horn at a time when many small craft and virtually all larger vessels carry navigation equipment including GPS would be a waste of public money. Accurate weather forecasts are available and I think it unlikely that anyone is likely to be boating in the Corbiere area in thick fog	Acknowledged
2	MOP	I am in favour of NOT renewing the Corbiere Fog Horn. I have sailed single handed in these waters for many years, mainly using a cheap hand held GPS for navigation, including passing through the Coq passage in thick fog using waypoints carefully established. It seems inconceivable that yachtsmen today will not have even more accurate plotters in use when navigating close to shore in poor visibility. The fog horn on its own will not accurately establish a boats position or range offshore. My experience in position finding in fog in the days before electronic aids showed that Fog horns were very imprecise in position finding. In earlier days their sound would have caused vessels to turn 180 degrees and sail away so that the sound faded, moving hopefully into safer offshore waters to wait until the fog lifted. These circumstances do not occur today when a simple GPS	Acknowledged



		<p>and chart will establish the vessels position with precision that in earlier former times would have seemed as magic.</p> <p>The investment cost of establishing a new foghorn would be better spent in improving modern electronic and other navigational aids.</p> <p>I believe that the fog horns around the UK coast are gradually being withdrawn from service on the basis of the arguments above. Around Scotland's treacherous coasts the last Fog horn was decommissioned in 2005, on the Irish coast the last blast was in 2011. The UK coastal stations still have some foghorns but I think it is correct that none are being renewed. Trinity house recommended all but one fog horn be decommissioned in Guernsey, although I believe the Harbour Master retains one other at St Martins while it is still serviceable.</p> <p>Time has moved on and the fog horn is a relic of times when navigation was an instinctive manual art.</p>	
3	MOP	<p>Hi I understand in this day and age that with the aid of Navionics and similar navigation aids there seems to be no need for a fog horn. However there is nothing better than a good loud sound to indicate danger so please keep the fog horn running.</p>	Acknowledged
4	MOP	<p>Yes. I would agree that the fog horn should not be replaced for the reasons you have stated.</p>	Acknowledged
5	MOP	<p>The Risk: - By removing the horn is there a risk that at some future time shipping may strike rocks?</p> <p>Yes a small risk, in that even with advanced navigation aids, (that not all ships may have) failures will from time to time occur, combined with the human factor of errors between the human and machine interface.</p> <p>The Severity: - What are the implications of ships striking rocks?</p>	Acknowledged



		<p>Huge, with corresponding loss of life.</p> <p>To remove the risk: - Leave the Aural Horn and Light in place, providing all possible aids to prevent the risk.</p> <p>No action and change should be made, that may at some time in the future, lead to an accident.</p>	
6	MOP	<p>Reference the article on the possible decommissioning of the Corbiere Foghorn in today's JEP (20th November). As an occasional mariner, may I say that even with the assistance of GPS, chart plotters etc. I would feel that little more confident with the foghorn sounding in a tricky situation. No electronic system is infallible, plus there are boat users in the area without the benefit of 'modern technology'. So I for one would vote on behalf of keeping the foghorn as it is. Saving money is no guarantee of saving lives at sea.</p>	Acknowledged
7	MOP	<p>Several times in the recent past whilst returning to the Island in thick fog / sea mist, I have been comforted to pick up the fog horn in the distance, what should be remembered the horn may help save life at sea!</p> <p>Furthermore there are many small craft that leave St Brelade's and St Helier to fish St Ouen's bay a number would not have GPS or Radar, and when the fog rolls in, the horn is of help.</p> <p>It might be feasible to use a less powerful horn.</p>	Acknowledged
8	MOP	<p>Interesting to listen to the report, on Radio Jersey tonight, about the projected demise of the Corbiere Fog Horn. From a maritime point of view - things move on - but from a local, "Heritage" or tourist (not sure what is the best word to use !)</p>	Acknowledged



		<p>it would be a shame that it stopped. Corbieres would not be the same on a foggy night - without the mournful sound of the foghorn. About three years ago I rented the old German Tower for a family reunion - they were with me for the first three days, then the fog came in ! - the second three days, I was joined by friends from Guernsey - still foggy. But the atmosphere / ambiance was so special - not to be forgotten. It would have been the same for those people dining in the restaurant alongside. Doubt that would have been a large problem for those living a little further away (double glazing, etc.).</p> <p>But it is part of Corbiere's - perhaps, to keep the tradition continuing - you could have a lower powered recording to keep the atmosphere of Corbiere's during those foggy nights ? Not too expensive to do.</p>	
9	MOP	<p>I think it will be an unwise move to decommission the foghorn completely - we are after all talking about an area of sea which can be extremely dangerous and rough in bad weather - let alone fog. I have on a few occasions been very grateful for the sound of the horn. If people are complaining about the strength then:- Why on earth are they living near to it ? The best option is to retain a horn but as suggested have the loudness at a level which will warn people that they are too close to land and if they can't hear it they are in safe water.</p>	Acknowledged
10	MOP	<p>After reading the report in the JEP on Friday last regarding the possible deletion of the Corbiere fog signal I am against this idea. My Father & I are often out in St Ouen's bay (we launch at L'Etacq) & have several times been caught out by fog clamping down quickly in Summer weather and have relied upon the fog horn to give us an indication of the Corbiere reef . We carry hand held VHF radio and,</p>	Acknowledged



		<p>compass & hand held GPS but any electronic gadget can fail on one and its reassuring to be able to gauge your position thanks to the fog signal.</p> <p>I hope enough sailors & fisherman manage to persuade the Habours Dept to maintain the signal.</p>	
11	MOP	<p>If you should get opposition to discontinuing Corbière's fog signal on sentimental grounds, you could point out that the iconic sound was the old diaphone fog signal (5s every minute), not the castrated version we now have. Unfortunately, BBC Radio Jersey referred to the current version as an iconic sound, and invited comments from everybody, not just seafarers.</p>	Acknowledged
12	MOP	<p>As an owner of a 28 sailing boat I would strongly favour reducing the noise level of the foghorn so that if you hear it you know you're close to the reef.</p>	Acknowledged
13	MOP	<p>I would like to lodge my opposition to the removal of the foghorn.</p> <p>I agree that the majority of craft rounding the South West corner of Jersey will have GPS and some will have radar but there are still a number of visiting yachts which have neither.</p> <p>Fog banks at sea become a hazard to mariners. There are times when leaving St Helier or St Aubin on a sunny day, sea conditions can alter dramatically and fog can occur at any time along the west of the island. Also, vessels approaching Jersey benefit from the audio signal when attempting to make landfall after having contended with strong currents whilst in transit.</p> <p>The reduction in volume from the foghorn is a nonsense. If the vessel has to be almost on the reef before hearing it, it is too late.</p>	Acknowledged



		<p>I have boated around the islands for many years and before the advent of GPS I always relied on the foghorn on Point Robert in Sark when approaching in fog. The foghorn was modernised some years ago and is still in use today.</p> <p>If the Corbiere foghorn is operational it will continue to be an asset and possibly help to save lives in the future.</p>	
14	Boat Owner Association	<p>Thank you for the opportunity to respond to this consultation.</p> <p>We sought our members' views at our AGM last week, when the Harbour Masters outlined the background to the proposal and answered questions from the floor.</p> <p>As a result, I can confirm that this Association has no objection to the proposed decommissioning.</p>	Acknowledged
15	Condor Ferries	<p>From the perspective of our masters the retention of a sound signal at Corbiere is not considered necessary; however the point was raised by several masters that a sound signal remained of use for leisure seafarers and small fishing boats, potentially with a reduced range.</p> <p>I believe that this aspect can be suitably addressed through direct representations from the various yacht clubs and boat-owners associations.</p>	Acknowledged
16	Yacht Club	<p>Thank you for the opportunity to comment on the proposed removal of the Corbiere fog horn.</p>	Acknowledged



		Having discussed this at their recent meeting, the Officers and Executive Committee have no issues with the proposed removal and are pleased to see opportunities are being taken to reduce costs where possible.	
17	Boat Owner's Association	<p>Thank you for the Consultation Paper about decommissioning the fog horn for La Corbiere lighthouse. The committee of St Aubin's Boat Owner's Association have discussed this and feel very concerned about this move.</p> <p>Although we know that commercial craft use GPS and the majority of pleasure craft may also have this, we feel that the fog horn is vital and reassuring whilst navigating in fog around the south west coast. There are still many small boats which do not use GPS when sailing single handed especially in choppy seas and particularly when also trying to keep a vigilant look out for the fast Condor ferries which always seem to pass so closely to small boats even in calm seas and good visibility.</p> <p>It is reassuring to hear the fog horn and determine the direction of the sound as the fog horn can be really disorientating. This is similar to hearing the whistle, bell or horn of a navigational buoy whilst on passage. It is another helpful and reassuring aid to the navigator.</p> <p>Whilst a long range sound may no longer be a vital aid to commercial vessels a fog horn will defiantly be of benefit to slower and smaller craft. Rather than having no fog horn at all perhaps a lower powered horn would be a sensible compromise.</p>	Acknowledge



		We also consider the fog horn to be a unique part of our island heritage and tradition which would be missed by many boat owners.	
18	Fisherman's association	<p>Not sure if there was a link to somewhere to make a formal comment but the following is my position on this.</p> <p>Taken in the context of the older, traditional nav aids, I feel very uneasy about justifying the removal of such aids on the premise that all Mariners now have sat at systems onboard. Of course practically everyone does have some form of sat nav nowadays, but the fact is that using electronic equipment simply indicates where we are supposed to be on the chart, whereas transits, leading lights etc. tell us precisely where we really are.</p> <p>Arguably the Corbiere foghorn does fall into that category. Certainly Corbiere and the light in general is one of our most prominent coastal features.</p> <p>In reality however, I suspect that it is a rare thing for anyone nowadays, to be reliant on the foghorn to confirm their location around Corbiere in the fog and provided that it is only the foghorn being removed (I believe that is the case) then it is my view that there are unlikely to be safety implications as a result.</p> <p>On the whole, I would say that if it were not for cost implications, that it would be probably most prudent to retain the foghorn. Weighed up against the costs though it is likely to difficult to argue that it is of vital or sufficient importance.</p>	Acknowledged



19	MOP	<ul style="list-style-type: none"> • One cannot assume that everyone on the sea in a small boat does have GPS. Many people “navigating in the vicinity of Corbiere Lighthouse” are in small boats and they may well not have a GPS. • All electronic aids on any size of boat are subject to failure for whatever reason and to rely on them is dangerous. • Failure often occurs when there has been some other mishap, or a mishap makes it impossible or very difficult to be studying the small screen of your GPS. • In our dangerous and tidal waters, and in fog, one could be swept onto rocks in no time. • In difficult circumstances, and especially in fog, the sound of the foghorn could really be a life-saver or, at the very least, a huge reassurance to any skipper in trouble. • Under circumstances where everyone supposedly has modern navigational aids, what is the difference between a foghorn and a light? if it is the case that GPS renders one obsolete, then what about the other? • The foghorn is useful even away from the immediate vicinity of Corbiere. It can be a warning not to put to sea at all, for example in circumstances where fog has descended in the west but it is still clear further east. 	Acknowledged
20	RNLI	<p>There are quite a number of small vessels which operate within the vicinity of the reef who do not necessarily carry the facility of Radar, VHF or GPS and there are no mandatory requirements for them to do so in place (which would be passive action).</p> <p>There are no requirements yet for any small vessel owners to be either licensed or qualified to operate vessels within the Island, as they fall below the MCA bar, although local registration ensures that local vessels do carry Insurance. The effect</p>	Acknowledged



		<p>of this is that there is no filter in existence to reduce the impact of inexperienced people becoming caught in difficulties, particularly with the peril of fog on a dangerous reef. Notwithstanding the fact that even the most experienced also can find themselves equally at this very same peril.</p> <p>It is my belief that to terminate the foghorn service at Corbiere would be a negative step.</p> <p>It may be worth considering replacing the existing 'expensive to run unit' with one similar to that on the Demi des Pas light, but that is a matter for your HM to consider the cost of, in balance with the potential cost of an increased risk to life by simply</p>	
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