

RISK ASSESSMENT RECORD

**Solent Radio Controlled Model Yacht Club
Solent Radio Controlled Model Boat Club**

Date: 01 February 2024

**Names of Assessors: Yacht section Captain. John Martin.
 Scale section Captain. Charles Chambers.**

<u>Area of concern</u>	<u>Hazards Found</u>	<u>Precautions already taken</u>	Risk Level			
			S	L	P	<u>Measures to reduce or Eliminate Risk</u>
SPECTATOR SAFETY	Various injuries that can be caused during preparing and operation of models.	Members are told to be aware of the risk of various injuries, trips, slips and falls, when models are being prepared at the waterside, or in the car park area, when spectators are present and to issue warnings when necessary.	2	2	L	<p>Whilst it is not the Clubs intention to prevent spectators examining the models, members are told to be aware of the risks of injury when spectators are present, especially children, when models are being prepared at the waterside, or in the car park area and to issue warnings as and when necessary..</p> <p>Any increased risks should be pointed out to a member of the Committee, so that action can be taken to remedy, or control the risk.</p>
VEHICLE MOVEMENTS	Injury due to moving vehicles.	<p>At busy times there can be several vehicle movements, involving not only club members, but also members of the public.</p> <p>When this occurs, extra care is needed when arriving, leaving, or moving vehicles, especially if children are present.</p>	4	2	M/L	<p>Vehicle movements to be monitored.</p> <p>Any concerns, or problems, need to be raised with the National Park Authority</p>

SLIPS, TRIPS AND FALLS.	<p>Slipping / tripping / falling risks caused by the state of the lakeside the uneven surfaces, steep and wet banks.</p> <p>Care is needed to avoid tripping over the wooden parking barriers.</p>	Members are made aware of the risks and those areas around the lake where the risks are greater.	3	2	L	<p>In the event of high-risk areas being identified, members should organise safe areas to operate from.</p> <p>Having put the appropriate precautions in place, including highlighting any risks to operators, nominated members should be used to steward and advise any spectators of this risk as and when necessary.</p> <p>Care should be exercised when crossing the parking barriers, especially when carrying a model to the water.</p>
DROWNING.	The depth of the water at Setley is sufficient for drowning to occur.	Members are requested to make themselves familiar with the high-risk areas around the lake and to be aware of the dangers, especially as these areas can change as the water depth changes throughout the year.	5	2	M/L	<p>The club has a throwing lifeline for members to use and should be requested when needed for an event.</p> <p>A member retrieving a model should make other members aware that he / she is doing so, so that they can make sure he / she always remains safe.</p>
MAINTENANCE OF BUOYS.	Possible risk of drowning	A suitable inflatable rib to be used.	5	2	M/L	Cleaning, maintaining, or replacing buoys should only be carried out using a suitable rib and by more than one person, both of whom should be capable of conducting such work. and buoyancy aids must be worn.
RETRIEVING A BROKEN-DOWN MODEL.	Possible risk of drowning	Members use suitable waders when retrieving models.	5	2	M/L	<p>A member retrieving a model in deepish water must wear suitable waders and a buoyancy aid.</p> <p>The member should also make other members aware that they are doing so and that they can insure they remains safe.</p>
RISK OF WATER BORN DISEASE.	Stomach problems, such as pain, sickness, diarrhoea.	<p>This has been evaluated as a low risk based on experience.</p> <p>Members are made aware of the dangers with still, stagnant water and where animals are present.</p>	3	2	L	It is always pointed out to members the need for personal hygiene and suitable hand protection should be used if applicable. Previously this risk has been assessed as low, but due to the wildlife and ponies using the pond this does not mean it should be ignored.

THE RISK OF INJURY BY ROTATING PROPELLER/S.	This risk applies to any motorised boat, with fast boats posing a higher threat. This risk should always be brought to the attention of other participants and spectators.	Solent RCMBC members should keep third parties and spectators well away from models when preparing them at the lakeside, or on adjacent solid ground.	3	2	L	Solent RCMBC members should continue to keep third parties and spectators well away from models when preparing them at the lakeside, or on adjacent solid ground. When operating fast boats members should be aware of possible spectator injury caused by running boats aground. at high speed
THE RISK OF INJURY WHEN RIGGING AND DERIGGING SAIL BOATS AND YACHTS	Due to the nature of rigging, etc this poses a risk of damage or injury.	The person doing so should make themselves aware of any possible risks.	3	2	M	Care should be taken when carrying a yacht, or sailboat, to the sailing area.
WHEN CARRYING A SAILBOAT OR YACHT	Due to the nature of the sailboat or yachts riggings they should check that the direction they will be going is suitable to do so.	When carrying a sailboat, or yacht, to a designated area, the way should be checked to make sure it is clear and safe to do so, especially when windy.	1	1	L	Extra care should be taken when carrying models to and from a sailing position, ensuring the sheets are in the out position. Both hands should be used while carrying, keeping the model facing into the wind. Also taking extra care when walking up and down the bank and making sure the direction they are going in is clear and safe.
SAILING IN ADVERSE WEATHER CONDITIONS.	Possible damage or loss of a model.	Class Captain to assess if conditions are safe to sail the models.	4	1	L	The committees strongly advise members that due to possible damage, or loss of a model, they should not sail in adverse conditions.
INJURIES TO EYES BY TRANSMITTER AERIALS / DUST.	Eye damage due to telescopic aerials	It is a club rule that all transmitters with telescopic aerials must have a device fitted to the top of the aerial to reduce the possible risk of eye injury, (<i>i.e. a practice golf ball, foam ball, or some such other device</i>).	4	2	L	Any member using the older transmitter without the relevant aerial protection will be asked to fit the protection immediately, or to stop using that transmitter. As not many members now use the old type of transmitters this has become a very low risk.
MODELS THAT CAN GENERATE DUST	Damage to eyes due to dust.	Members operating hovercraft travelling from water on to solid ground, must ensure that it is safe to do so and that it will not create dust that could affect other members or members of the public.	2	1	L	The person operating the hovercraft must ensure they are not putting other club members, members of the public, frightening animals, or creating dust. Hovercraft should only be operated in the club's designated area and MUST NOT BE OPERATED IN THE CAR PARK.

<p>RISK OF INJURY FROM RE-CHARGEABLE BATTERIES.</p>	<p>Fire / explosion.</p>	<p>Members must ensure that batteries are charged in a suitable manner, taking the precautions appropriate to the cell technology. The conditions for charging prevailing at each event are evaluated (<i>e.g. dry or damp</i>).</p>	<p>3</p>	<p>2</p>	<p>M/L</p>	<p>New technologies must be subject to a full risk assessment before their use is permitted. Separate assessments must be made for operational use within a boat and charging in the display area. The risk of injury while the battery is within a running boat is usually low while the boat is on the lake, but the risk when a boat comes ashore must be considered. Members should ensure that batteries are charged in a suitable manner with precautions appropriate to the cell technology in use.</p>
<p>RISK OF RADIO FREQUENCY CLASH.</p>	<p>Risk of crashes, etc.</p>	<p>When required the club will ensure that frequencies are controlled using a “Peg Board” or similar system. The appropriate frequency pennants (pegs) must be fitted on the aerials of all 27 and 40MHz transmitters, while in use throughout a club event.</p>	<p>1</p>	<p>1</p>	<p>L</p>	<p>The existing frequency controls to be continued and monitored when required.</p> <p>As very few members use the older type of transmitter this has become a low risk.</p>
<p>RISK OF EXPLOSION / FIRE / SCALDING.</p>	<p>The use of steam propelled models with gas cylinders.</p>	<p>The club will ensure that: - 1 -Any models using steam for propulsion will hold the current relevant test certificate. 2- Gas cylinders are changed in line with the supplier’s instructions and away from all sources of ignition. 3- When a gas cylinder is being installed, change, or charged, this must be done in an area away from cars / people and any sources of ignition.</p>	<p>4</p>	<p>2</p>	<p>L</p>	<p>The club will ensure that good practice is continued. <i>(If the number of steam propelled models increase within the club, then the risk will need to be reassessed, as it may become a medium risk).</i></p>
<p>MEMBERS WITH MOBILITY ISSUES.</p>	<p>Use of wheelchair or mobile scooter.</p>	<p>Other members need assist were ever necessary.</p>	<p>2</p>	<p>1</p>	<p>L</p>	<p>Wheelchair, or mobile scooter users, should be given help when needed. Wheelchair and scooters should remain on the top path to gain access to the designated standing area. Also request assistance from other members to launch and</p>

						retrieve of their models.
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Risk Level: - S = Severity (1-5), L = Likelihood (1-5), P = Priority (L, M, H,)