

## Risk Assessment Record

Assessment No. 05

### **Etherow Model Boat Club**

Date: May 2022

At Etherow Park Lake

Assessor: John Berry - Commodore Geoff Garside – Hon. Treasurer

<u>Area of concern</u>	<u>Hazards found</u>	<u>Precautions already taken</u>	<u>Risk Level</u>			<u>Measures to reduce or eliminate risk</u>
			S	L	P	
Slips, Trips and Falls	Slipping, tripping or Falling risks due to uneven pathways or ground close to the lakeside. Council is responsible for maintenance of these areas. Club landing stage can have wild bird droppings or leaves with slip hazard.	Members are made aware of the risks, especially when carrying boats from car to landing stage in public areas. A low fence has been erected around landing stage edge adjacent to lake side to discourage birdlife from roosting on the area or soiling it.	2	2	L	Care should be taken when crossing the public parking areas and pathways especially when carrying boats. Care should also be taken when launching to ensure sufficient consideration has been given to loss of balance caused by weight of boat, resulting in falling into the lake. The club encourages all members to use suitable slings for launching and retrieval. Boats to be placed on the tables available on the landing stage for setting up purposes. Where boat stands are placed near the water for launching, then stands to be moved away from the waters edge to avoid tripping over them.
Drowning	The depth of water is approximately 0.5 metres around the edge and up to 1 metre in the centre on the small lake used by The Club. In the public areas there is either a concrete edge some 0.3 metres high above the water level, or simply an earth bank. The depth of water is sufficient for drowning to occur.	Members are requested to make themselves familiar with the high risk areas around all the lakes and to be aware of Council measures taken to protect the public, such as position of lifebelts.	5	2	L/M	Members are made aware of the water depth immediately in the area of the landing stage which is approximately 0.5 metres. When retrieving boats which have broken down a club rescue boat is employed. All members must wear a lifejacket when either rowing or using the boat on the water supplied by the club. No member under the age of 18 may use the rescue boat. The Club will provide a throwing lifeline when having any open days or regattas where members of the public are invited onto the club landing stage. Members are not permitted to enter the water in waders, etc. to retrieve boats as the bottom is very muddy and silted.

Risk of injury by rotating propellers	This risk applies to any motorised boat, with fast boats posing a higher threat.	Etherow MBC members should keep third parties and spectators well away from models when preparing them.	2	2	L	Members are made aware of the necessity of keeping fingers away from propellers. If the propellers spin due to a 'glitch' or the throttle lever on the transmitter being pushed inadvertently, then a nasty cut could occur.
Risk of water borne diseases	Potential for stomach related problems, or infection via open cuts or abrasions when handling boats after sailing. Possibility of toxic mud in lower levels of lake bottom if disturbed.	Evaluated as low risk based on past experience, however there is contamination of the water by wildlife. Also as historically this was an industrial site, the bottom of the lake silt could still hold unknown chemical contamination.	3	2	L	It is pointed out to members the need for personal hygiene at all times and that suitable hand protection should be used if applicable, also the possibility of water borne diseases such as Weil's Disease. Hand washing facilities are provided in the club house and anyone eating should first wash their hands and use appropriate hygiene procedures.
Risk of eye injury	Eye damage due to extended telescopic transmitter aerials.	It is a club rule that all telescopic transmitter aerials must have a soft protector on the end, such as a practise golf ball, or similar.	3	2	L	Any member or person using a transmitter having an extended aerial without aerial protection will be asked to fit protection or stop using it immediately. This is becoming less of a risk as only the old 27MHz and 40MHz transmitters used this kind of aerial. Modern 2.4GHz units only have a very short stubby aerial which present no risk.
Risk of injury from re-chargeable batteries	Fire and or explosion.	Virtually all batteries used are charged at home before arriving on site. Members must ensure that appropriate precautions for the cell technology in use are observed. Some electric motors can draw a high current and adequate wiring and circuitry are necessary to prevent a fire when in use.	2	2	L	There are many battery technologies in use such as Lithium Polymer, Lithium Iron, Nickel Cadmium, Nickel Metal Hydride, and Lead Acid. Each require a specific charging procedure, and charger, laid down by the manufacturer which must be observed. Some give off an inflammable gas which when used in a sealed container (i.e. submarine) could lead to an explosion and members are made aware of this potential problem.

Risk of radio frequency clash	Loss of control and risk of crash	The club operates a 'Peg Board' system at the lakeside for anyone using 27MHz or 40MHz transmitters.	1	1	L	The frequency control 'Peg Board' ensures that specific frequencies are displayed such that only one person at a time can use that frequency. The appropriate frequency pennants must be fitted and displayed on the aerials of all 27MHz and 40MHz transmitters. Most members now use 2.4 GHz, with which there is no risk of frequency clashes.
Risk of scolding, fire or explosion from steam powered boats	The use of hot steam and gas cylinders in steam engine powered boats	It is a club rule that all steam powered boats must hold the relevant current test certificate. When charging or changing gas cylinders this must be done away from cars, people or sources of ignition.	2	2	L	There are only a small number of members involved with steam power due to the existing legislation and testing required. Should this change within the club then the risk level may need to be reassessed in the future.
Spectator safety during normal sailing or open days/regattas	Various injuries that could be caused to members of the public	Members are told to be aware of the higher risk to the public closely observing the assembly and operation Of the boats, also to be aware of swans/geese in the area.	2	2	L	Whilst it is not the club's intention to prevent spectators examining/observing the models, members are told to be aware when spectators are present, especially children, and to give appropriate warnings as necessary, particularly close to water. Wildlife normally stays clear but in the nesting season the larger birds can be antagonistic, public need to be advised.
Vehicle movements	Injury due to moving vehicles.	At busy times there can be several vehicle movements, involving not only club members, but also the public or spectators. When this is occurring extra care is needed when arriving, leaving, or moving vehicles, especially when the car park area is in use by families with children.	4	2	L/M	The car park is within the responsibility of the Council but it is the responsibility of the members to take reasonable care when using it. During open days/regattas then marshals will be provided adjacent to the club landing stage area.

Risk of Medical Emergency on Landing Stage, if casualty is unconscious.	Difficulties for emergency services in identifying contacts, especially if victim is sailing alone	First aid kit in landing stage locker. Defibrillator at visitor centre. Periodic first aid training for members offered	3	2	L/M	Members have been advised to carry emergency contact details and details of any relevant known medical conditions at all times when sailing.

**Risk Level:** S= Severity (1 to 5) L= Likelihood (1 to 5) P= Priority (Low, Medium, High)