OSTEND OSPREYS
HEALTH AND SAFETY
DOCUMENT AND POLICY

With regards to fast electric model boat racing and spectators.

PREFACE

The sport or hobby of fast electric model boat racing, whilst looking spectacular, has proven to be one of the safest of the modelling hobby pursuits around the world. Ostend Ospreys was formed, to promote and organise fast electric racing in England.

OSTEND OSPREYS BELIEVES THAT BY PRODUCING A SAFETY DOCUMENT IT WILL GIVE GUIDANCE TO OFFICIALS, RACERS AND SPECTATORS.

RISK ASSESSMENT

HAZARDS

FALLING, TRIPPING, SLIPPING, DROWNING, AND BEING STRUCK BY AN OUT OF CONTROL BOAT, INJURY TO INDIVIDUALS FROM PROPELLERS, FALLING FROM RESCUE BOAT, EYE INJURY FROM TRANSMITTER AERIAL'S.

EVALUATIONS

1. Slipping, tripping, falling, the people most at risk are the officials and drivers at the waterside during the racing, spectators are also at risk

2. Drowning, every one at the waterside is at risk, especially non-swimmers and young children

3. Being struck by an out of control boat, at risk will be spectators, drivers, officials within five meters of the water's edge, and wildlife such as waterfowl being aware of all wildlife on the lake must be a priority

4. Risk of injury to individuals from moving propellers, at risk will be assistants who start the boats in the water, drivers and assistants working on the boats in the pits, spectators after a boat has left the water

5. Falling from the rescue boat, at risk are the officials who operate the boat including juniors

6. Eye injuries from transmitter aerials, at risk are the officials, drivers and assistants in the start or rostrum area.

EVALUATING THE RISK

THE OFFICER OF THE DAY

The officer of the Day must look at the slipping, tripping, falling risk, and decide if he/she needs to erect a tape exclusion zone or safe spectators area where this risk manifests itself due to uneven surfaces, steep or wet banks, debris and rocks, where a fall would lead to the person going into the water, especially spectators. Evaluate the risk as HIGH, MEDIUM, LOW, and put the appropriate precautions in place, including highlighting the risk at the drivers meeting at the start, using the officials on the day to steward and advise spectators of this risk.

DROWNING

The officer of the day must satisfy themselves that all the conditions at the lakeside has assessed, i.e. depth of water at jetty or side, beach entrance, can you stand up if you fell in at edge of water. Is it suddenly shelving, is there a lifebelt and rope at hand, is it good condition, is everyone at the event aware of the dangers. Evaluate the risks as HIGH, MEDIUM, and LOW and put in place measures to inform and to protect, where possible perhaps a lifeguard may be needed.

BEING STRUCK BY AN OUT OF CONTROL BOAT

The officer must evaluate the risk and put in place a catch netted area if spectators are nearby.
Evaluate the risk as HIGH, MEDIUM, and LOW and if needed put in place the necessary precautions and inform those at risk.

THE RISK OF INJURY BY ROTATING PROPELLER

The officer of the day must check that all race boats have a safety isolation loop fitted to the boat, they must ensure that a warning is given to the drivers. Assistants and officials on this danger, and that all boats start the race in the water. Evaluate the risk as HIGH, MEDIUM, and LOW this can be assessed by previous cases, as low risk, but the risk should be brought to everyone's attention.

FALLING OUT OF THE RESCUE BOAT

The officer of the day should ensure that the correct procedures are in place, for the use of the rescue, boat buoyancy jackets must be worn at all times in the boat. Evaluate the risk as HIGH, MEDIUM, LOW, this should include whether the officials in the boat are competent and trained. In addition, assessment should be made as to whether or not any junior should be allowed in the boat, due to the particular conditions at the venue or the weather.

INJURIES TO EYES BY TRANSMITTER AERIALS

The officer of the day should ensure that all transmitters in the race area, and when extended have a device to reduce the risk, i.e. a practice golf ball, or foam ball, or some such device.
Drivers wearing glasses reduce this risk. Evaluate the risk as HIGH, MEDIUM, and LOW

RISK OF DISEASE IN THE WATER

The officer of the day should evaluate the risk as HIGH, MEDIUM, LOW, They should regularly remind officials, drivers, assistants, and spectators of the dangers of still, or stagnant water and point out the need for latex gloves and personal hygiene at all times. Based on experience, the risk to all the above has only been assessed as LOW or less, but this does not mean that the assessment does not need to be made at every event.

ALWAYS ASSESS THE RISKS, BASE THAT ASSESSMENT ON NOW AND HOW IT HAS BEEN IN THE PAST, IS THE RISK MORE OR LESS THAN USUAL, ARE MORE PRECAUTIONS NEEDED OR CAN THEY BE REDUCED, DO YOU NEED TO SEEK A SECOND OPINION?

METHOD STATEMENT

Because of the nature of the environment and the location of most of the events, careful consideration and assessment is required.

1. The course should be set out to give the largest safety margin to spectators, and competitors with the distance between the waters edge and the spectators.

2. The officials will keep strict control over the radio frequencies with race control using a "peg board" system for safety, competitors when using the board should leave a peg with their own name on the board for identification purposes.

3. All race boats will have a safety isolation loop fitted to break the electrical circuit between motor and battery to make the boat safe, a radio kill switch is NOT acceptable.

4. All racing classes will start in the water as "Stationary boats" in the water.

5. At all events, an electric powered rescue boat can be used, the conditions for its use lies within the officer of the day and health and safety guidelines.

6. INSURANCE, Ostend Ospreys has third party insurance through Walker Midgley, all individual competitors must have their own third party insurance and proof of it before they can be allowed to race,

7. A first aid kit will be made available at every meeting, but unless administered by a Person qualified in first aid designated by Ostend Ospreys the responsibility falls to the individual.

8. ANY DECISION MADE BY THE OFFICER OF THE DAY ON ANY MATTER IS FINAL! WHETHER IT IS A HEALTH AND SAFETY OR OTHER MATTER.

9. Due to the environmental effect that Ostend Ospreys model boat racing causes to the venue, every effort should be made to leave the area as it was with all rubbish and debris collected from the waterside and surrounding areas leaving the area as found.

10. The model boats used by Ostend Ospreys members may be electrically powered. The radio control systems used with model boats will also be electrically powered. The electrical power may be derived from:
1) Primary Cells
2) Secondary Cells otherwise known as rechargeable cells or batteries.

All club members must be aware of wildlife on any lake we use, and try not to disturb them, and make steps to avoid them at all times.

Individuals are expected to operate all cells in a safe and responsible manner. To assist the members in this objective the Ostend Ospreys will from time to time issue members with guidance on cell handling.