



Emsworth Radio Sailing

Risk assessment

Emsworth Radio Sailing

Emsworth Radio Sailing (ERS) is the name taken by a Group of Radio-Controlled Model Yacht Racing enthusiasts who began to organize racing between themselves with International One Metre yachts (IOM) on the Mill Pond at Emsworth, Hants in the 1990's.

From a few participants who were members of either Emsworth Sailing Club (ESC) or Emsworth Slipper Sailing Club (ESSC) the group has grown, and now includes sailors who are not members of either yacht club. The group has also adopted a further class of yacht, the DragonFlite 95 (df95).

The group has no management responsibility for the Mill Pond or the premises from which the group sails. The Mill Pond is managed by Havant Borough Council (HBC) and the sailing clubs (ESC and ESSC) manage their premises.

Description of activities

Radio sailing is primarily a land based sport with competitors moving in close proximity along a limited section of the Pond's shore line.

On rare occasions a rowing dinghy is used to rescue model yachts or to lay / move racing marks.

Radio sailing takes place at the following locations on the shore line of the Mill Pond:

- ESC private car park
- ESSC dinghy compound
- more rarely Mill Pond wall path.

Emsworth Mill Pond is a seawater pond regularly drained and refilled. Maximum depth is about 1.5m with many areas considerably less than that depth. The Pond also has a fresh water stream feeding it.

Model yacht access to the Mill Pond is primarily from the private ESC and ESSC pontoons when sailing from their premises or more rarely from the public path around east of the Pond.

The radio yachts are about 1m long and weigh less than 5 kg.

On the majority of radio sailing occasions fewer than 20 sailors are present and ERS are the only water users.

Population at risk

Primary population at risk from our activities are the radio sailors themselves and the occasional spectator. It should be noted that many of the competitors are of retirement age. As such a number of members may be particularly vulnerable to slips, trips and falls.



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When sailing from the Mill Pond wall public path the competitors are in close proximity to members of the public. Members of the public can be of all ages.

Risk assessment methodology

The following steps were undertaken by a competent person and reviewed by the officers of the group:

- identify hazards
- assess the risks
- identify the risks control measures
- record the findings
- review the controls as required

Responsibilities

Overall and final responsibility for health and safety leadership and policy lies with the ERS Group captain.

Group officers to implement and communicate the risk control measures and to encourage reporting of accidents and near misses.

Competent person to advise Group captain of safety concerns and any need for a revision of this policy or the risk assessment.

Day-to-day responsibility for ensuring safe operation during radio sailing lies with the race officer and all competitors.

All members of the group should take responsible care of their own health and safety and are responsible for implementing the risk control measures identified in the following table.

Implementation

Due to the dynamic nature of sailing, the weather and persons taking part the control measures identified in the following table should be considered on arrival and implemented as required. For example, de-icing should be considered if it has been frosty.

All risks are assessed as LOW after implementation of the control measures given in the following table.



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ERS Risk assessment and control measures		
Hazard / risk	Who might be harmed and how (consequences)	Risk control measures
Parking on arrival / departure – low speed collision between vehicles and / or competitors	Users of ESC or ESSC car parks Injury from being struck by vehicles	Highway Code guidance Risk - low
Vehicle movement near shore line in ESC car park during racing – low speed collision between vehicles and / or competitors	Competitors, race officials Injury from being truck by vehicles – poor awareness as engrossed in the racing	Highway Code guidance Segregate competitors and race officials from parking by rope barrier / cones / notice Risk – very low with segregation
Struck by movements of model yachts onshore and on the pontoons Struck by another competitor	Competitors, race officials (and members of the public if sailing from public path) Collisions between competitors and between competitors and yachts whilst moving during races resulting in minor injuries	Sheets eased, yacht held to wind head Consider segregation / one way system in windy conditions Risk - low
Struck by mark during mark laying	Competitors, race officials Injury from being struck by mark	Mark layer to check the attachment of the line to the mark Mark layer to check line is still suitable (e.g. not frayed) Mark layer to check no persons are behind them and to shout warning All other persons to maintain distance from mark layer. Risk - low



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		<p>De-ice pontoon in winter Remove trip hazards from race control area</p> <p>Risk - low</p>
<p>Slip, trips & falls at ESSC</p> <p>Level changes (steps and walkways)</p> <p>Crowded boat park and possibility of head injury when yachts stored in the compound over winter.</p>	<p>Competitors, race officials</p> <p>Injury from fall / trip</p>	<p>Vulnerable persons request assistance</p> <p>Be aware of changes in levels (consider highlighting with paint)</p> <p>Remove trip hazards from race control area</p> <p>De-ice pontoon in winter</p> <p>Use of buoyancy aids</p> <p>Risk – low</p>
<p>Slip, trips & falls on public path</p> <p>Collisions competitors and / or members of the public whilst moving during races</p> <p>Dog leads tripping hazard</p>	<p>Competitors, race officials</p> <p>Injury from fall / trip</p> <p>Injury from collision with member of public</p>	<p>Vulnerable persons request assistance launching</p> <p>Consider restricted control area roped off from the public</p> <p>Remove trip hazards from race control area</p> <p>Risk – Low</p>



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<p>Falls into water</p>	<p>Race officials whilst laying / retrieving / moving marks</p> <p>Competitors whilst launching and retrieving yachts</p> <p>Competitors whilst moving along shore line</p> <p>Possibility of hypothermia and cold shock</p> <p>Injury from fall</p>	<p>Spatial awareness</p> <p>life jackets / buoyancy aids whilst afloat on rowing dinghy</p> <p>Retrieval of persons simple when event occurs nearby the pontoons as water shallow and pontoon freeboard is very low.</p> <p>Consider additional retrieval means (e.g. rope, ladder) if sailing from Mill Pond wall)</p> <p>Risk - low</p>
<p>Weather</p> <p>Cold / wet</p> <p>Sunny / hot</p>	<p>Race officials and competitors</p> <p>Hypothermia</p> <p>Sunburn, skin cancer, heat exhaustion</p>	<p>Adequate / appropriate clothing</p> <p>Sun cream</p> <p>Risk – low</p>
<p>Radio interference with medical devices e.g. pacemaker</p>	<p>Race officials and competitors fitted with such devices – can cause discomfort etc.</p> <p>Less likely with race officials because increased distance from transmitter</p> <p>Discomfort</p>	<p>Inform prospective new members</p> <p>Current member requiring such devices should seek medical advice</p> <p>Risk – very low</p>
<p>Water borne diseases</p>	<p>Race officials and competitors</p> <p>Increased risk after heavy rain events due to increased freshwater run-off</p> <p>Illness</p>	<p>Good hygiene</p> <p>Provide hand gel</p> <p>Risk - low</p>
<p>Human to human disease transmission (e.g. Covid)</p>	<p>Those present</p> <p>Illness</p>	<p>See Covid risk assessment</p> <p>Outdoor activity will reduce risk</p> <p>Risk – low</p>