



# 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 organize racing between themselves with International One Metre yachts (IOM) and DragonFlite 95 yachts (df95). on the Mill Pond at Emsworth, Hants. From a few participants who were principally 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. This is the background to this risk assessment.

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. Both classes of radio yachts which are regularly sailed are about 1m long and both weigh less than 5 kg. They are operated by dedicated 2 channel transmitters linked to on-board receivers. On rare occasions a rowing dinghy is used to rescue model yachts or to lay / move racing marks. On the majority of radio sailing occasions fewer than 20 sailors are present and ERS are the only water users.

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

- ESC private car park at Bath Road Emsworth and associated pontoon
- ESSC private dinghy compound wall and pontoons
- Mill Pond public wall path and apron on East side of Mill Pond.

Emsworth Mill Pond is a seawater pond regularly drained and refilled. Maximum depth is about 2.0m with many areas considerably less than that depth. The Pond has a fresh water stream feeding it as well as a tidal weir.

### Populations at risk

The 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. However, 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.



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## **Risk assessment methodology**

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

- identify hazards and assess the risks
- identify those at risk
- identify the risks control measures and record the findings
- review the controls as required

## **Responsibilities**

Overall and final responsibility for health and safety leadership and policy lies with the ERS management committee. Fleet captains and training team to implement and communicate the risk control measures and to encourage reporting of accidents and near misses.

A competent person should be appointed for each day of sailing (usually the race officer) to oversee safe operations. After sailing they are asked to advise Fleet captain of safety concerns and any need for a revision of this policy or the risk assessment arising from the day's sailing. In this way day-to-day responsibility for ensuring safe operation during radio sailing rests with the race officer and all competitors. They will be supported by operating guidance that reflects this risk assessment.

All members of ERS should take responsible care of their own health and safety and should assess the conditions and the relevance of any safety concerns of any day they plan to be sailing. The club exists to support the enjoyment of radio sailing and the efforts of all of us will allow ERS to maintain safe operations so that all involved can enjoy the sport we love

## **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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<b>ERS Risk assessment and control measures</b>				
<b>Number</b>	<b>Hazard / risk</b>	<b>Who / what might be harmed and how (consequences)</b>	<b>Risk control measures</b>	<b>What further action is needed to control any risk and risk owner</b>
1	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  Awareness of car park usage  <b>Risk - low</b>	Updates to members on car park usage e.g. for yacht storage / movements
2	Vehicle movement in ESC car park during racing  – low speed collision between vehicles and / or competitors	Competitors, race officials  Injury from being struck by vehicles – competitors have reduced awareness as engrossed in the racing	Highway Code guidance  Segregate competitors and race officials from visitors parking by using shore side location  <b>Risk – very low with segregation</b>	Consider use of / cones / notice in the event of any large-scale event
3	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 the Millpond public path)  Collisions between competitors and between competitors and yachts whilst moving during races resulting in minor injuries	Sheets eased to prevent yacht capsizing; yacht held head to wind  Ensure route is clear before moving  <b>Risk - low</b>	Consider sailing from Slipper pontoons in windy conditions if using ESSC as base



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4	Struck by throwing mark during mark laying process	<p>Competitors, race officials Members of the public in vicinity</p> <p>Injury from being struck by mark</p>	<p>Mark layer to check the attachment and condition of the line to the mark</p> <p>Mark layer to check no persons are behind or directly in front of them and to shout clear warning</p> <p>All other persons to maintain distance from mark layer.</p> <p>Risk - low</p>	
5	<p>Slips, trips &amp; falls at ESSC and Car Park at ESC</p> <p>Crowded boat park and possibility of head injury when yachts stored in the compound over winter.</p>	<p>Competitors, race officials, any visitor / spectator</p> <p>Bodily injury from fall / trip</p> <p>Probability - High</p>	<p>Grounds levelled and checked by ESSC team at start of season</p> <p>Remove trip hazards (including stands) from race control area</p> <p>De-ice pontoon in winter</p> <p>Use of buoyancy aids by personal choice</p> <p>Residual risk – low</p>	<p>Vulnerable persons request assistance</p> <p>Specific tripping hazards to be suitably signed or highlighted</p> <p>Salt to be held at ESSC storage and in safe location at ESC / Bath Road</p> <p>ESSC and ESC club policies to be confirmed</p>



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6	<p>Slip, trips &amp; 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 launching from ESSC pontoons if public path has a higher than usual usage</p> <p>Remove trip hazards from race control area</p> <p>RO to be aware of competitors movement across public path</p> <p><b>Risk – Low</b></p>	<p>Competitors to ensure that all stands are out of way of members of public using path and seating on Millpond</p>
7	<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 – Skippers are advised to take care when launching and recovering their boats and when racing</p> <p>Personal Floatation Devices whilst afloat on rowing dinghy and on ESSC pontoon</p> <p>Retrieval of persons possible when event occurs nearby the pontoons as water shallow and pontoon freeboard is low.</p> <p>Consider additional retrieval means</p>	<p>Use of hook to launch and recover Yachts on “apron”</p> <p>Consider de-icing / conditions is increased risk of falls which may result in competitor in water</p> <p>Consider use of ESSC pontoons if water level low</p> <p>In event of an injury / incapacitation:</p> <ul style="list-style-type: none"> <li>• Contact emergency services</li> <li>• Be prepared to clear pond of racing to focus on recovery of person in water</li> </ul>



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			Using steps at ESSC starting hut if sailing from Mill Pond wall)  <b>Risk - low</b>	
8	Weather  Cold / wet  Sunny / hot	Race officials and competitors  Hypothermia  Sunburn, skin cancer, heat exhaustion	Review weather forecast  Adequate / appropriate clothing  Sun cream  <b>Risk – low</b>	Consider cancelling events if clear weather is unsuitable / creates known risk
9	Water borne diseases	Race officials and competitors  Increased risk after heavy rain events due to increased freshwater run-off  Illness	Good hygiene  Competitors to consider use of hand gel  Club to advise if a known risk  <b>Risk - low</b>	Liaise with EA in event of known disease risk e.g. Weill's disease
10	Serious illness, heart attack or hypothermia	Participating skippers  General public	Awareness of any known medical risk  Identify locations of nearest defibrillators  In any doubt call emergency services	



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11	Abuse from members of the public	Competitors, race officials, members of the public in vicinity	Do not get personally involved If necessary, call police  Risk - low	Be aware that there will be members of the public who will be opposed to usage of pond for recreation
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