

## RISK OF RADIO FREQUENCY CLASH.

The appropriate frequency pennants must be flown on all transmitters throughout an *event*.  
(ref. UKRCC.).

ALWAYS ASSESS THE RISKS, BASE THE ASSESSMENT ON CURRENT OBSERVATION AND HISTORICAL EXPERIENCE, IS THE RISK MORE OR LESS THAN USUAL, ARE ADDITIONAL PRECAUTIONS NEEDED OR MAY THEY BE REDUCED, YOU NEED TO SEEK A SECOND OPINION?

### METHOD STATEMENT.

Due to the variability and nature of venue environment and the location of the *events*, careful consideration and assessment is required.

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 to providing a safety zone. This should be obtained by erecting a designated line by the use of poles and marking tape, If needed signs should be erected to state:

**PLEASE DO NOT PASS IN FRONT OF THIS TAPE AS MODEL BOATS CAN BE HAZARDOUS AND MAY LEAVE THE WATER AT ANY TIME, OR MAY START WITHOUT WARNING!**

An exclusion zone may be needed around the pits and drivers/competitors area, also the officials and timekeepers. Signage should be provided to state: **AUTHORISED PERSONS ONLY!**

The officials will keep strict control over the radio frequencies with competition 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. At MPBA events, a powered rescue boat may be used, the conditions for its use lie with the officer of the day and health and safety guidelines.

**INSURANCE**, the MPBA provides third party insurance to all MPBA members. All International competitors and other individual competitors must have their own third party insurance and proof of same displayed before they can be allowed compete; Internationals competitors must have insurance through their own National body.

A first aid kit will be made available at every meeting, but unless administered by a Person qualified in first aid designated by MPBA, the responsibility of use is that of the user!

**ANY DECISION MADE BY THE OFFICER OF THE DAY ON ANY MATTER SHAL BE FINAL! WHETHER IT IS A MATTER OF HEALTH AND SAFETY OR OTHERWISE!**

Due consideration to the environmental well being of the venue is paramount, every effort should be made to ensure all rubbish and debris collected from the waterside and surrounding areas is correctly disposed of.

The model boats used by MPBA members may be powered by liquid fuels e.g. petroleum, liquid gases or electrically. The radio control systems used with model boats will also be electrically powered. Electrical power may be derived from:

a, Primary Cells, b, Secondary Cells otherwise known as rechargeable cells or batteries

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

## ASSOCIATION HEALTH & SAFETY DOCUMENT & POLICY



*The National Body  
for Organised  
Model Power Boating  
in Great Britain  
Founded in 1924*

## Explanation Leaflet

THE MPBA BELIEVES THAT BY PRODUCING A SAFETY DOCUMENT  
IT WILL OFFER GUIDANCE TO OFFICIALS, COMPETITORS AND SPECTATORS.

**RISK ASSESSMENT.**  
**HAZARDS:**

FALLING, TRIPPING, SLIPPING, DROWNING, BEING STRUCK BY AN OUT OF CONTROL BOAT, INJURY TO HANDS FROM PROPELLERS, RE-CHARGEABLE BATERIES, FALLING FROM THE RESCUE BOAT, EYE INJURY FROM TRANSMITTER AERIALS and RISK OF WATER BORN DISEASE, RADIO FREQUENCY CLASH.

**EVALUATIONS:**

1. Slipping, tripping, falling, the people most at risk are the officials and drivers/competitors at the waterside during the competition, spectators are also at risk
2. Drowning, everyone 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/competitors, officials within five metres of the waters edge, and wildlife such as waterfowl.
4. Risk of injury to hands from moving propellers. At risk will be assistants who may be required to start the boats in the water, drivers/competitors 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.
6. Eye injuries from transmitter aerials, at risk are the officials, drivers/competitors and assistants in the start or rostrum area.
7. Water born viruses and disease from moving, still or stagnant water, or where waterfowl and wildlife is evident
8. Risk of injury from re-chargeable battery disintegration or catching fire within a model boat or while the battery is being charged, also at risk are officials, drivers/competitors and assistants in the start, rostrum and pit areas.
9. In competition classes where radio control is used, risk of frequency clash for transmitters operating on 27 and 40 MHz frequencies.

**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 OR LOW, and put the appropriate precautions in place, including highlighting any risks at the drivers/competitors briefing and using the officials of the day to steward and advise spectators of this risk if deemed necessary.

**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 OR LOW and if needed put in place the necessary precautions and inform those at risk.

**DROWNING.** The officer of the day must satisfy himself that he has assessed the conditions at the lakeside, 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 OR LOW and put in place measures to inform and to protect, where possible. In exceptional circumstances, the possibility of a lifeguard may be considered.

**THE RISK OF INJURY BY ROTATING PROPELLER.** This risk category applies to all classes of boat operated by MPBA competitors including Tethered Hydroplane classes using AIRSCREW propulsion. With reference to fast electric boat classes the Officer of the Day must check that all boats have a safety isolation loop fitted to avoid the risk of injury from rotating propellers. Drivers and officials must be made aware of the need to remove safety isolation loops whenever the boat is removed from the water. Evaluate the risk as HIGH, MEDIUM OR LOW, this may be assessed historically as low risk, however the risk should always be brought to the attention of the event participants.

**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. Any other equipment considered essential for the safe operation of the boat must be in good working order. Evaluate the risk as HIGH, MEDIUM, OR LOW, this should include whether the officials in the boat are competent and or trained.

**INJURIES TO EYES BY TRANSMITTER AERIALS.** The officer of the day should ensure that all transmitters, fitted with telescopic aerials, *have a device* to reduce the risk of eye injury, i.e. a practice golf ball, or foam ball, or some such other *device*. Drivers wearing glasses reduce this risk. Evaluate the risk as HIGH, MEDIUM OR LOW.

**RISK OF WATER BORN DISEASE.** The officer of the day should evaluate the risk as HIGH, MEDIUM, OR LOW, They should regularly remind officials, course builders, drivers/competitors, assistants, and spectators of the dangers of still or stagnant water and point out the need for wearing suitable hand protection and personal hygiene at all times. If a person is suffering from influenza type symptoms, he or she may have come into contact with Weils Disease (Leptospirosis) and should contact a doctor. This is particularly relevant if there are signs of rats in the water vicinity. Based upon experience, the risk to all the above has been assessed as LOW or less, but this does not mean that assessment should be ignored at each event.

**RISK OF INJURY FROM RE-CHARGEABLE BATTERIES.**

The officer of the day should evaluate the risk as HIGH, MEDIUM, OR LOW. A separate evaluation should be made for each cell technology. The following technologies are currently in use Nickel Cadmium (Ni-Cad), Nickel Metal Hydride (Ni-MH) Lithium Polymer (L1PO or LiPoly), and Lithium Iron (LiFePO<sub>4</sub>). 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 pit area. The risk of injury while the battery is within a running boat is usually LOW while the boat is in the lake but the risk when a boat comes ashore must be evaluated. The officer of the day should ensure that batteries are charged in a suitable manner with precautions appropriate to the cell technology in use. The processes associated with charging conditions at each *event* must be evaluated.