



MID THAMES MODEL BOAT CLUB

SAFETY POLICY

The Mid Thames Model Boat Club policy, so far as is reasonably practicable, is to provide and maintain a safe and healthy environment, equipment and systems for all our Members, and to provide such information, training and supervision as they need. We will endeavour to ensure, so far as is reasonably practicable, the safety and welfare of all who attend our meetings and events.

The allocation of duties for safety and welfare matters and the particular arrangements that we make to implement the policy are set out in the Basic Safety Rules and Code of Conduct.

The policy will be kept up to date, particularly in the light of any changes to our membership or activities. To ensure this, the policy and the way in which it has operated will be reviewed regularly and the appropriate changes made.

Signed:

MTMBC Chairman

Dated:

BASIC SAFETY RULES

Risk Assessment

All activities are subject to risk assessment although most activities have established precautions and procedures in place.

New or novel activities shall be notified to the Committee and not commenced until they are risk assessed and agreed that suitable and sufficient precautions are in place.

Two Person Rule

Our location at Hi5! lake is secluded so there must always be two people present when the facilities are being used. i.e. a **Two Person Rule**

Safety Officer

For organised Club events, as recorded on the Club calendar, the Officer Of The Day shall also act as Safety Officer. The Safety Officer shall monitor boating activities and shall have the authority to stop any activity contrary to these safety rules or activity he believes is unnecessarily hazardous.

Accident Reporting

Should an accident resulting in injury or damage to property occur, full details must be recorded in the Accident Record Book held in the storage unit and then given to the Secretary.

Near miss events should also be reported to a member of the Committee who will decide with the other Committee members what action, if any, is necessary to reduce the risk of it happening again with a potentially worse outcome.

Members Responsibilities

Since unlimited sailing is allowed at the lakeside without the attendance of a Committee Member, all Club Members shall be directed to these safety rules and the Code of Conduct it is their responsibility to read and abide by them.

Members are required to comply with instructions issued by the Safety Officers.

Members are responsible for the safe operation of their boats and associated equipment including charging equipment.

It is incumbent on all 'able' members to be alert to the difficulties the 'not so able' members may encounter and to offer help. e.g. in launch & recovery of large or heavy models, or the rescue of stranded models.

General operations

On the water

All Fast Electric activity must stop if there are people in the water.

Rescue boat

There is a rescue boat on the lake and effective buoyancy aids are compulsory when using it. The boat is only to be used by members familiar with small boats, and **only** when there is another person present on the bank. If fast electric racing is in progress it must be stopped if the rescue boat has to be deployed.

Water side

Take special care at the edges of the water because banks, pontoons, platforms and edges can be unstable and slippery particularly when wet.

Floating Pontoon

Make yourself aware of the movement of the floating pontoon caused by waves generated by passing power boats which can occasionally be quite severe. If you are not comfortable move to a fixed position until the waves have passed.

Wildlife

Boats must be operated with due regard of wild life on and around the water. **Wild life has the right of way at all times.**

In the operating area

Keep the operating area, walkways and pontoons clear of unnecessary obstructions and litter.

Take care when lifting models, especially into and out of the water. Request help rather than risk injury or falling in the water struggling with a heavy model.

When testing a boat on the tables, the member should check the stern to ensure that nothing is touching, or likely to touch the propellers. Take care to keep fingers and clothing away from propellers whenever the model is switched on.

Always switch on the transmitter first, and switch it off last.